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SHANGHAI, SUNDAY, JULY 28, 1918

大正四年庚申六月廿一日

20 CENTS

## LENIN PESSIMISTIC OVER PROSPECTS FOR BOLSHEVIKI

Easier To Start Revolution  
Than Finish It, He  
Finds

## SIMBIRSK CAPTURED

Advancing Czechs Hold  
All Of Left Bank  
Of Volga

## PLANS OF JAPAN

London Confirms It Has  
Agreed To Proposal To  
Help Czechs

(Reuter's Agency War Service)  
London, July 26.—It is officially confirmed that Japan has decided to accept the proposal made by America to assist the Czech-Slovaks in Siberia.

Amsterdam, July 25.—A message from Moscow, via Berlin, states that the Czech-Slovaks have captured Simbirsk, despite the desperate resistance made by the Soviet. Thus the left bank of the Volga and part of the right bank are in the hands of the advancing Czech-Slovaks.

The Bolshevik newspaper Pravda writes: "This rising is spreading like oil on water. Simbirsk is one of the bases of the Council's power and is also a corn granary. May its capture awake the sleeping proletariat."

Amsterdam, July 25.—Speaking in Moscow, Lenin, the Bolshevik leader, said that the position of the Republic was very acute owing to international complications, counter-revolutionary conspiracies and the food crisis. It was easy for Russia to begin a revolution but extraordinarily difficult to continue and to conclude it. United action by the working classes of the entire world was essential to the victory of the Russian Revolution.

Railways Going To Pieces?

Reuter's Pacific Service  
Tokio, July 25.—A message from Vladivostok states that since the Siberian railways have been placed under American control there has been ceaseless friction between the Bolsheviks and the Czechs and the railway practically has not been used except for military purposes, ordinary traffic having been suspended. The American controllers are powerless and the Chief of the American Railway Commission, Mr. Emerson, has been in correspondence with the authorities in Moscow on the matter.

The main force of the Bolsheviks opposed to the Czechs is increasing its defenses in the vicinity of Iman and also at Ussuri railway station. There are many Austrians and Germans in the vicinity and the young men there at Blagovestchensk are being conscripted.

The Czechs are welcomed everywhere. A message sent from Vladivostok on the 20th (?) states that a body of 180 Red Guards has gone down stream. It is believed that their objective is the conquest of the Amur and Sukhari and that they purpose attacking the White Guards while, according to some reports, they propose to commandeer the arms possessed by the Cosacks.

The steamer service to Harbinovsk is suspended.

Semenoff Awaits Reinforcements.

Harbin, July 26.—General Skiptoff, the Chief of Staff to General Semenoff, states that General Semenoff is now patrolling the front but he has decided not to re-start extensive operations until he has been reinforced with Allied support. His troops are weary of battle after fighting against very heavy odds.

General Skiptoff is proceeding to Vladivostok to urge unity of action among the various Russian parties. Vladivostok, July 27.—An Order issued by General Horvath dated the 23rd was published in Vladivostok today instructing all officials of the administrative, judicial, financial

## 'Music Girl' Of The Army And Navy Bands



Miss Ray Sawyer, of New York, has adopted all the army and navy bands and keeps them supplied with music. Last Fall she discovered that most of the bands were compelled to play the same tunes until the sheets fell apart. Music publishers have been very liberal in giving her music gratis, one firm furnishing her with 25,000 band arrangements of its various numbers.

## FIREMEN OVERCOME WHILE FIGHTING BLAZE

Victoria Company Motor Hose  
Truck Struck By Tram And  
Badly Damaged

Several members of the Shanghai Fire Brigade were overpowered by smoke yesterday afternoon when fire partly destroyed the dwelling house of a Chinese iron merchant at P. 636 Teepoo Road and the hose truck belonging to the Victoria Company was partly wrecked as it collided with Tramcar No. 50 of the seventh route at the corner of North Chekiang and Boone Roads. The machine was hit on the side of the radiator, the hood and part of the radiator being smashed.

The fire, which lasted two and half hours, began at 3.11 o'clock, a short time after a funeral procession had left the premises. The head of the family, who was the proprietor of the Sung Chong Iron Hong on Soochow Road, died recently and an elaborate funeral was being held in his honor shortly after noon. While the cause of the fire was not definitely known, it is believed that it originated from burning incense sticks.

The center portion of the attic floor was well alight when the brigade arrived. Difficulty was experienced in checking the spread of the flame on account of the roof being built of galvanized iron, which had to be ripped open to allow the play of water. It was only after two hours' hard fighting that the conflagration was got under control and confined to the attic rooms and the roof. The rooms below were only damaged by water.

The house adjoining the premises, occupied by Mr. Chow Ching-tung, the owner of both houses, was also gutted. The Chapel fire brigade assisted for a while.

## BRITAIN TO ESTABLISH BUREAU OF MINERALS

Permanent Body Is Appointed  
To Investigate Resources  
Of Empire

(Reuter's Agency War Service)  
London, July 26.—Press Bureau: The Imperial Conference has ratified the scheme for an Imperial Mineral Resources Bureau, which will be incorporated by Royal Charter.

The governing body will consist of Sir Richard Redmayne, K.C.B., M.I.E.E., and the following persons who have been nominated by the Governments and departments named:

Dr. W. G. Miller, Canada; W. S. Robinson, Australia; T. H. Hamer, New Zealand; W. P. Schreiner, South Africa; Lord Morris, Newfoundland; R. D. Oldham, India; J. M. Evans, Colonial Office; Sir Lionel Phillips, The Ministry of Reconstruction and others.

## Heungchow Bay Pirates Seize Customs Launch And Kill Foreign Officer

(Reuter's Pacific Service)  
Macao, July 27.—The Chinese Customs launch Paktau was cruising in Heungchow Bay, near Macao, on the 20th and captured a pirate-boat with ten pirates. In the hold of the vessel they found held as prisoners the master of a junk which had been pirated, his wife, son and daughter and also a fisherman.

Subsequently the Paktau dropped anchor off Malowchow Station to await the arrival of the Chinese authorities to take over the pirates, who were handcuffed in couples.

Yesterday morning the pirates overpowered Mr. M. O. Gronroos, a Swede, and the officer-in-charge of the launch, and, wrenching his revolver from him, shot him dead. They then disarmed the Chinese sailors on board, throwing the boatswain overboard and drowning him.

Mr. Acacio Oliveira, a Portuguese, fired at the pirates, who returned the fire and wounded him in the knee.

The pirates then made off in the launch's gig. The Portuguese launch Dragao was apprised of the occurrence and pursued the escaping gig but without success.

## RAID ON ZEPPELIN SHED CAUGHT ENEMY NAPPING

British Aeroplane Flew At  
Height Of Only 50 Feet  
Before Dropping Bombs  
(Reuter's Agency War Service)  
London, July 25.—When inspecting the Grand Fleet the King inspected the mystery ship employed as an aeroplane carrier in an attack on the Zeppelin sheds at Tondern.

She reached a point of the German coast early in the morning and despatched a number of aeroplanes, one of which when reaching its destination flew at a height of only fifty feet. Tondern was fast asleep when the aeroplane flew the whole length of the main street, where the occupant of a farm cart waved a friendly greeting, not suspecting that the visitor was hostile. The raid was a complete surprise. Not a single gun was fired until the aeroplane dropped a bomb which exploded a munition dump and then released its remaining bombs on the Zeppelin sheds. Flames 1,000 feet high indicated to the pilot that his object had been achieved and he departed, leaving the other airmen to complete the program.

The first pilot returned unscathed, despite a heavy barrage, after three hours in the air. The second pilot bombed a second Zeppelin shed, despite the anti-aircraft fire, and also returned unscathed.

## TO EXCHANGE PRISONERS HELD EIGHTEEN MONTHS

Additional British Combatants  
To Be Returned For Excess  
Of German Civilians

(Reuter's Agency War Service)  
London, July 25.—In the House of Commons today Sir George Cave stated that the Anglo-German War Prisoners Agreement provided for the exchange of all combatants who had been prisoners for eighteen months, and also the return of additional British combatants in order to compensate for the exchange of German civilians interned in Great Britain for the much smaller number of British citizens interned in Germany. The exchange also included men interned in Holland and Switzerland.

## HAHN IS ACQUITTED

(Reuter's Agency War Service)  
London, July 25.—Hahn, who was arrested in connection with the case against Sir Joseph Jones, has been found not guilty. The defense made by Sir Joseph Jones is that he obtained the information concerning which he is charged merely for business purposes.

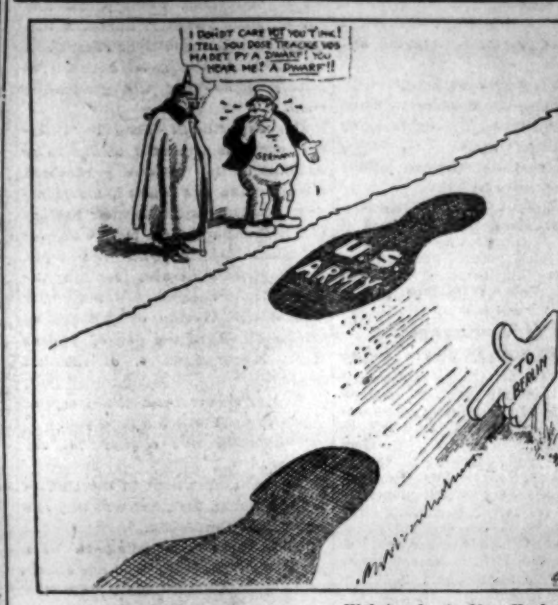
## Water-logged Junk Off Shaohsing Buoy

(Reuter's Pacific Service)  
Woosung, July 27.—A dismasted water-logged junk was reported this afternoon three miles outside the Lower Shaohsing Buoy drifting with the tide.

## The Weather

Hot today. The maximum temperature yesterday was 95.4 and the minimum 73.8, the figures for the corresponding day last year being 89.8 and 75.

## When Seeing Is Not Believing



## BARON VON HEINLEIN IS AUSTRIAN PREMIER

Successor To Dr. Seidler Was  
Formerly Minister Of  
Education

(Reuter's Agency War Service)  
Amsterdam, July 25.—Baron Hussarek von Heinlein, formerly Minister of Education, has been appointed Premier of Austria.

## BRITAIN STILL ADHERES TO POLICY OF THE PARIS ECONOMIC CONFERENCE

(Reuter's Agency War Service)  
London, July 25.—In the House of Commons today, Mr. A. Bonar Law stated that the Government still adhered to the policy of the resolutions passed at the Paris Economic Conference, and the Imperial War Cabinet was still discussing that policy.

## 15 Of Crew Missing From Liner Justicia

(Reuter's Agency War Service)  
London, July 25.—The Admiralty state as the result of the explosion of the first torpedo fifteen of the engine-room staff of the s.s. Justicia are missing.

## KING GEORGE ATTENDS MEMORIAL FOR EX-TSAR

Queen Mary And Queen Alexandra Also At Service At  
Russian Church

(Reuter's Agency War Service)  
London, July 25.—Their Majesties King George and Queen Mary, Queen Alexandra, the Duke of Connaught and Grand Duke George of Russia attended a memorial service for the ex-Tsar at the Russian Church in London today.

## FRENCH EXPORT BANK ADVOCATED IN DEPUTIES

Minister Of Commerce Will Introduce Bill For Institution  
To Help Trade

(Reuter's Agency War Service)  
Paris, July 25.—During the debate in the Chamber of Deputies yesterday on the renewal of the charter of the Bank of France, the Minister of Commerce, M. Clemenceau, said that he intended to introduce a bill for the foundation of an Export Bank with a capital of 14,000,000 in which the State would participate by advancing 11,000,000 so as to assist the export trade, the development of which would be of vital importance to France after the war.

## CHILEAN GUNBOAT HERE

The Chilean gunboat Baquedano with a number of midshipmen on board reached port yesterday for an indefinite stay. The Baquedano is on cruise and came here from Japan, where it had spent considerable time.

## ALLIES PUSHING ON DESPITE GERMANS' COUNTER-ATTACKS

Advance Nearly Two Miles  
In Salient Between Soissons  
And Rheims

## GAINS IMPORTANT

French Now Within Only  
Three Miles Of Fere-en-  
Tardenois

## AMERICAN VICTORY

Rout Enemy In Desperate  
Battle In Woods And  
Press Ahead

(Reuter's Agency War Service)  
London, July 26, 4.20 p.m.—Official: The French have taken Oulchy-le-Chateau.

Paris, July 25.—Both sides of the German salient between Soissons and Rheims have been the scenes of violent attacks and counter-attacks throughout last night and this morning but the enemy could not prevent a still further advance. A further considerable depth of ground was gained, as much as two miles in places.

Southwest of Rheims the Allied troops are now only nine miles from Farnes, which is midway between Rheims and Soissons and an important road-center through which most of the supplies for the German armies at the bottom of the salient have to be sent. If it came under close fire the whole German pocket would be involved.

Further important gains were made also on the southwest side of the bulge and Oulchy-le-Chateau is outflanked to a large extent.

Take Marne Bridgehead  
South of this bulge, along the Marne, the bridgeheads held by the Allies are gradually spreading as the Germans are pushed back.

Before leaving, the enemy is burning his depots of ammunition and supply dumps.

According to accurate figures, the number of divisions engaged by the German in the battle since July 15 is seventy and the total losses of the enemy is killed, wounded and prisoners since that date 180,000.

The official communique issued this evening reports:

The fighting on the Ourcq front continued with undiminished success. We occupied Oulchy-la-Ville, north of the Ourcq. South of that river the Franco-American forces advanced three kilometers at certain points, despite a very severe resistance, especially in the region of Dormans. We captured Hill 141, southeast of Armantieres, and crossed the Nanteuil stream. Farther south we captured the village of Coligny and the bulk of Tournelle Wood. We progressed in the Forest of Fere as far as the general line Beauverdes-Le Charnel.

Our advance also continued favorably in the Forest de Ritz and north of Dormans.

Germans Attack Violently  
Southwest of Rheims the enemy, after violent attacks against our positions between Virigny and St. Supraise, gained a footing on Hill 240. We recaptured the Hill, taking a hundred prisoners.

The official communique issued this afternoon reports:

We took thirty prisoners in a raid south of Montdidier.

On the north bank of the Marne the enemy during the night made a powerful attack in the region of Dormans and occupied the small wood 1,500 meters north of Treloup and the village of Chassins, both of which, however, our counter-offensive speedily recovered.

There has been violent artillery firing south of the Ourcq and in the region west of Rheims.

The official communique issued this evening reports:

The French and British pilots yesterday felled nine German aeroplanes and set fire to three captive balloons.

Despite the bad weather our bombing machines carried out numerous raids near the battlefield. The station and depots at Amfontaine and the stations and tracks at Bazoches, Courlandon, Fismes and Guisenecourt were especially bombed, altogether thirty tons of projectiles being dropped. Fires and explosions were observed at Courlandon and Fismes.

London, July 25, 11.15 p.m.—According to reliable reports this evening



ing, the Germans have gained a footing in the park east of Vigny but their advance was stopped outside the village.

They drove the French westward of Meuse-Huileu, which the Germans occupy.

The most definite news regarding the fighting between the Ourcq and the Marne is that the French have advanced a mile, captured the southern half of the Fort de Pere and now occupy a farm on the main road from Fere-en-Tardenois to Jaulgonne.

East of Rheims the Polish contingent incorporated with the French troops successfully attacked and took 213 prisoners.

**Germans Make Stand**

Reuter's correspondent at French headquarters, writing at 2 o'clock this afternoon reported:

The Germans have strengthened their line and are counter-attacking with determination along the whole front of the Tardenois salient from the Ourcq to Vigny. They are thus attacking towards the west, south and east and have apparently decided to refuse to accept defeat by making a further stand for the salient and their footing on the north bank of the Marne.

South of the Ourcq the Germans are attacking in a southeasterly direction against Bois de la Tournelle and the line of Beuvardes-Lecharmel.

Further south attack and counter-attack are alternating in rapid succession and the fighting is very violent.

On the eastern limb of the salient the enemy is attacking the new British salient enclosing the woods west of Vigny in strong force. We are vigorously counter-attacking.

Reuter's correspondent at French headquarters, writing at midnight last night, reported:

The French are now within three miles of Fere-en-Tardenois, the meeting place of eight roads and the center of the German communications in this region. The town has been heavily shelled and bombed the whole day long by our air squadrons.

**Americans Hemming In Germans**

The American official communique issued this evening reported:

We continue to press the enemy between the Ourcq and the Marne. We have taken the southern half of Le Pere forest.

Reuter's correspondent at American headquarters, writing at four o'clock yesterday afternoon, in a graphic despatch concerning the advance of the Americans at Jaulgonne, says that the enemy opposition consisted chiefly of infantry in echelon very admirably concealed in the thick woods and entailing the Americans taking the greatest precautions against an ambush. In the dense undergrowth the machine-guns were at a discount and it virtually became a fight with rifles in which the Americans excelled. Neither side was able to obtain much help from its artillery. The Germans did not attempt even to put up a barrage but, in the higher and more open ground, retired behind nests of machine-guns. Captured orders showed that the Germans have been allotted fifteen machine-guns to each decimated company.

The Americans having occupied Jaulgonne pursued the enemy as far as the Fort de Ris.

Meanwhile the Franco-American advance had made progress from the Oulchy-Chateau-Thierry Road, when it was opposed by great masses of German troops. Indeed, the presence of masses of men, material and stores in this sector suggests that the Germans had been preparing for a great advance towards Paris.

**Divisions From Flanders**

Up to the present nine divisions from Prince Rupprecht's reserves have been thrown in at this point, supplemented by another division from Rheims-Dormans front.

Prisoners state that the envoys (?) of the 28 centimeter guns with which our back areas were shelled were run along spurs from the light railways from the Fort de Pere, but doubtless these heavy weapons have now beaten a retreat.

Prisoners also state that in order to keep up their spirits an official communique was widely circulated through their ranks stating that their advance in the region of Rheims was a mere side issue to distract attention from Prince Rupprecht's attack on the northern front, which had begun three days before and everywhere was driving the English into the sea with enormous losses. The German rank and file, however, is beginning to be sceptical concerning such reports.

Reuter's correspondent at American Headquarters, states that the fire and explosions at Oulchy-le-Chateau and Fere-en-Tardenois, where there are immense German supplies, are an excellent augury, foreshadowing the narrowing of the salient from the west. When the French advance south of the Ourcq reaches the high ground above Tourville Wood all further retirement of the enemy through Fere-en-Tardenois must be abandoned. Such a success in the next twenty-four hours would not be surprising.

**General Haig's Report**

Field Marshal Sir Douglas Haig reports this evening:

The enemy attacked four posts southward of Meteren, after heavy artillery and trench-mortar preparation, and were repulsed, suffering many casualties. We took a few prisoners.

London troops carried out a successful daylight raid southward

of Albert and took 17 prisoners and four machine-guns.

Aviation.—Towards the evening of the 24th the sky cleared, permitting fighting in the air. We brought down fifteen enemy machines and drove down three out of control.

Three British machines are missing. Twenty-four tons of bombs were dropped during the night-time on the railways at Valenciennes, Seclin, Courtrai, Armentieres and various billets. Two trains were hit.

Our aeroplanes fired a thousand rounds of machine-gun ammunition at various targets, including active anti-aircraft guns, search-lights and transport.

All our machines returned. One German night-flying machine was brought down in our lines by our anti-aircraft guns.

(By wireless).—A German official communique reports:

We repulsed attacks between Bucquoy and Hebuterne, westward of Albert and in the vicinity of Mailly and threw back violent attacks made by the enemy southward of the Ourcq and southward of Rheims.

**Germans Have Engaged Third Of Their Army**

London, July 24.—Up to the present 64 German divisions have been engaged in the battle of the Marne, representing nearly one-third of the available German army. All groups of the German armies from Flanders to Alsace-Lorraine have been drawn upon but Prince Rupprecht has still plenty of reserve divisions. The enemy, however, seems to have reached what might be called the downward curve of his man-power. His units are below strength. This applies also to Prince Rupprecht's army and possibly explains why he does not seem inclined to take the offensive. The German battalions are likely to remain at this low level until September unless the boys who have not yet been greatly used are previously utilised.

Reuter's correspondent at French Headquarters mentions that last year there were 160 to 170 German divisions in France and Belgium and that there were 370 divisional engagements, so that many of these divisions were engaged several times, the average number of engagements per division for the year being a fraction over two.

This year the enemy has engaged 430 divisions, including 67 between the 15th and 24th. He has had between 265 and 270 divisions in France and Belgium, so that, on an average, each division has been engaged twice in seven months. Thus his divisions are being used up twice as fast as last year.

A division once engaged in a battle sector is rarely relieved until its casualties amount to a fifth or a fourth of its effective strength.

**Major C. P. Holcomb Going Home On Leave**

Major C. P. Holcomb, United States District Attorney, is sailing for America on leave by the Montague next Friday. He will remain in the States about two months, returning to Shanghai in the autumn, and states that there is no official business connected with his trip.

Mr. E. B. Rose will assume the District Attorney's duties during Major Holcomb's absence.

**V.C. FOR GENERAL GROGAN** (Reuter's Agency War Service)

London, July 25.—Three new Victoria Crosses are announced in the Gazette. The most conspicuous is the case of Brigadier-General St. George Grogan, D.S.O. of the Worcester Regiment.

Throughout three days of intense fighting he commanded the infantry remnants of a division and various troops attached to it, displayed magnificent leadership and materially stayed the onward thrust of the enemy masses.

Throughout the very critical third day he spent the time under artillery, trench mortar, rifle and machine-gun fire, riding up and down the front line, encouraging and reorganising the troops and leading back those who were beginning to retire. He had his horse shot under him. Nevertheless he continued on foot to encourage his men until reinforcements had been brought up. His wonderful example inspired not only his own men but also the adjacent Allied troops.

### The Columbian

The commencement number of the Columbian, students' publication of the Shanghai American School, is just out—a well finished little volume, briskly written and full of the savor of school days and doings.

It contains a comprehensive summary of the school's activities for the past year, is plentifully sprinkled with interesting photographs and boasts quite a number of literary offerings, both prose and poetry, from youthful hands. Athletics and social have their record and considerable space is devoted to history concerning the graduating class.

The department headed "Literary" contains a number of stories by students of the various grades and classes. The war touch has evidently struck the pupils in their literary efforts for there are a couple of contributions dealing with the topic.

The contributions also contain the following delightful succinctly modernised version of the tale of Cinderella, from the pen of Master Henry Meyer, aged 6, of the first grade.

"Did you ever hear the story of Cinderella. I will tell it to you."

"Cinderella was always in the kitchen."

"She sometimes sat in the cinders to keep warm, and that was why she was called Cinderella."

"Now there was going to be a party, but Cinderella was not allowed to go. A lady came into the kitchen to her and said, 'I am your godmother. You will go to the party.'"

"She went to the party."

"The prince thought she looked the best, so he danced with her and no one else."

"Bye and bye the prince married her."

In the "Extracts from the Superintendent's Reports" Mr. Stockton speaks earnestly of the growing need for a larger and more adequately equipped establishment and urges that every assistance be accorded those who are now engaged in enlisting funds for this purpose.

During the past year, he says, two of the upper grade rooms have had to accommodate pupils enough to fill three such rooms comfortably and evidences are that the crowding will be greater this year. The High School also needs expanding and the play space should be extended.

### About Reuters

Reuters is not popular with the Germans. Various evidence of this have become apparent since the outbreak of the war. One indication of the Teutonic coldness became apparent recently when repairs were being made to a cable across the English Channel which had been cut by the enemy. The repair ship on picking up the severed ends found a bottle attached to one of them, in which was contained the following message:

"This is the work of U. N. O.—and puts a stop to Reuters' damned anti-German lies."

Still further evidence of the German respect for Reuters' activity in the Allied cause is contained in the March 31 issue of the Kladderadatsch, the German comic publication, which was devoted entirely to the British agency.

Reuters should weep! The above items and much other interesting matter is contained in a little booklet called "About Reuters" which have just been received from London by Mr. M. J. Cox, Reuters' Manager for South China. The booklet tells of the service since its reconstitution in 1916 and contains tributes from a number of prominent men, including Mr. Meredith T. Whitaker, chairman of the Press Association, Sir Edmund Robbins and others. There is also a list of the Agency's present staff of war correspondents with sketches of their records and there is an interesting reprinted article called "The Romance of Reuters," which gives the agency's history.

## Smiles from the Mixed Court

Tsang Jen-wo complained that Woo Zung-kyung had reversed the proper order of things and had added injury to insult in his case.

They were living along together in the same house in entire harmony and happiness when one day Woo had up and declared that his friend had stolen some of his clothes. Tsang stated that he had denied the allegation and that Woo had then hit him on the head with a hammer, causing him to spend five days in a hospital.

Woo was then called on. He said that he had missed some of his garments. He suspected Tsang and confided this suspicion to him. At which Tsang became unreasonably angry and demanded that Woo go right out and buy a lot of candles and incense and burn it in expiation of the malicious slander. He had demurred at this extravagance, whereupon Tsang picked up a piece of wood and tried to break it over the witness' head. Woo said he took the piece of wood away from Tsang and held it out in front of him. The idea was merely to keep his irate fellow boarder at a distance, but somehow or other the faggot came into violent juxtaposition with Tsang's skull and the poor fellow had to be carried away. Woo protested that there was no hammer or other hard-ware involved in the incident. And anyway, he submitted in hurt tones, he had thought that the whole episode was closed when Tsang got out of the hospital and demanded \$1 as compensation, which he had paid.

The Court asked Tsang about this settlement and he admitted that it was quite accurate. So Woo stalked triumphantly out of the courtroom with the charge against him dismissed.

**Another Dangerous Sport**

Even a watchman could hardly be expected to watch more than one thing at a time. And the Sikh watchman who was keeping an eye on activities along the China Merchants' wharf would have needed an additional optic or so in order to keep the bag of charcoal behind him under a strict surveillance. He could only allow it an occasional glance. On one of these occasions he noticed that the bag had gone. Then he saw Dien Nyl and the charcoal, both moving away. It was a heavy bag and the watchman was fleet of foot.

When Dien came up in the Mixed Court they inquired of him why he had taken the bag.

"I didn't take the bag," said Dien. "I was only dragging it back and forth. I take a good deal of exercise and I find that dragging a bag of charcoal back and forth is one of the finest ways of exercising in the world. I like to keep in perfect physical trim. So I dragged the bag."

The Court gazed upon Dien and saw that he was long and gangling and about as upstanding and husky as an unstarched shirtfront. Dien looked as though if anyone had come up to him with even a small armful of exercise and had asked him merely to hold it for a minute he would have suffered a bad relapse. He looked as though he needed rest more than exercise, and he is now slated for a month of it.

**The Comic Sense**

Dong was charged with stealing an iron bar. As soon as he entered the dock it was apparent that he was struggling with some powerful emotion. He clutched the bar before him with a fierce grip. His shoulders heaved. His sides fluttered like an overworked bellows. His features were in a terrific effort toward composure.

"Did you steal this iron bar?" asked the Court.

The emotion of Dong mastered him.

"Ha, ha, ha," chortled Dong. "Tee, hee, hee. Yes," and with a long snicker he subsided to his former state of silent agitation while the crowd in the courtroom observed him with amazement and wondered where the joke came in.

"Did you steal it to sell?" further inquired the Court, and Dong went off into another paroxysm of giggles, snorts and chuckles.

"Yes," he finally managed to gasp.

"One month in jail," observed the Court.

A sort of petrification seemed to hit the prisoner, across his face a look of infinite amazement unrolled itself and Dong giggled no more.

### Mail Notices

#### MAILS CLOSE

Per N.Y.K. s.s. Tategami M. July 29

Per N.Y.K. s.s. Chikugo M. July 29

For U.S. Canada and Europe—

Per C.P.R. s.s. Montague .. Aug. 2

#### MAILS DUE

From U. S. and Canada—

Per T.K.K. s.s. Korea Maru Aug. 2

## KULING SUMMER SEASON IS NOW AT ITS HEIGHT

Fully 2,000 Persons Are Spending Hot Months In The Valley

### China Press Correspondence

Kuling, July 24.—The intense heat of the Yangtze Plain has driven hundreds of foreigners to refuge in the cool and refreshing breezes of Kuling until at present, according to W. F. Marsh, manager of the Council, there are two thousand people resident in the valley. This popular summer resort is more and more becoming the Mecca for Westerners who dwell in all parts of the Yangtze Valley.

Great credit is due Mr. Alfred Cuff for the efficient way in which he has managed the motor car and chair service between Kiukiang and Kuling.

ing. Complaints have been reduced to the minimum. It is now possible to make the entire trip from the river to the top of the mountain in a little over two hours.

Kuling is astir with activities. The tennis courts, baseball field, library, medical hall and church are places of physical, mental and spiritual stimulus. Four swimming pools give ample opportunity for aquatic sports.

Numbers of improvements have been made during the year. Mr. H. E. Baker, C. E., has made a contour survey of West Valley and has laid out suitable building sites. Five new homes have been built. Messrs. Weeks and Co., Ltd., have erected a new cut stone store and now carry a complete stock of western goods.

The Boy Scouts are in camp this week. More than two dozen members of the local troop, under the direction of Mr. Theo. Hobbie, have pitched their tents at Nan Kan Pass. Most of the boys are students in the Kuling American School.

## General Pershing

a firm believer in preparedness

NOTHING is more uncertain than what's to be tomorrow, next month, next year.

These who judge the events of tomorrow by those of yesterday very often find themselves lost in a tangle of new developments.

The only safe way to face the future is to prepare for every emergency.

Better strive for over-preparedness and the security it gives.

Life is a battle on a small scale. You win or lose according to the measure of your preparedness.

Begin with one, five or ten dollars. Make the start. That's what counts.

TODAY—NOW—BEGIN

Let us help You.

The American-Oriental Banking Corporation

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LANE, CRAWFORD & CO., LTD.

TELEPHONE 3463.

DRAPERY DEPARTMENT

NEW GOODS—JUST RECEIVED

LADIES' AND CHILDREN'S RIBBED COTTON VESTS AND COMBINATIONS

Very Cool and Comfortable for Summer Wear

GRAFTON VOILES GRAFTON VOILES

New Smart FLORAL DESIGNS, Very Effective in the LATEST COLORINGS

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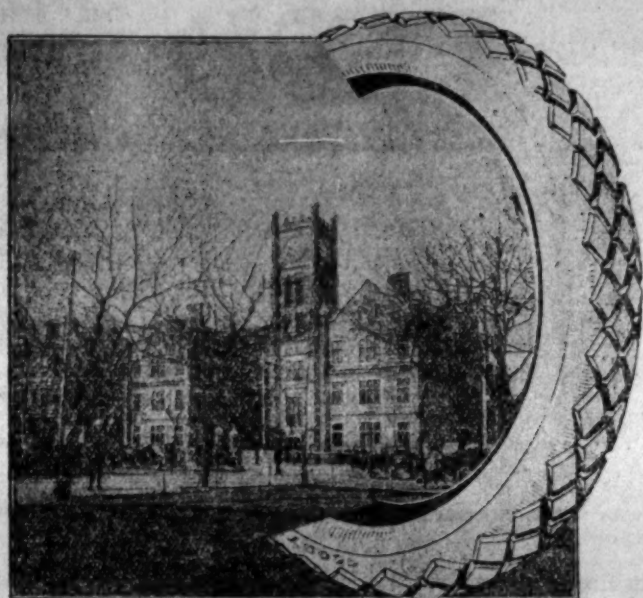
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Delightful Summer Models in Hats, Gowns and Blouses. Afternoon and Morning Frocks in Organdie and other Wash Fabrics. An unusual collection for sports and knock-about wear—a complete selection for every occasion of town or country.

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# G. W. W. SPECIALTIES



## GOODYEAR TIRES

**Are Speeding Into World-Wide Favor—WHY?**

BECAUSE MOTORISTS HAVE FOUND THEM STURDY, DURABLE AND ECONOMICAL

Being extremely resilient, they reduce engine effort and save gasoline. Safety and long wear are incorporated in them through the most excellent materials and workmanship

Let your next be GOODYEARS and you will find that they lead all others in MILEAGE and DURABILITY.

**GOODYEAR TIRES MAKE ANY CAR A BETTER CAR**

GOODYEAR TIRES may be obtained at All Service Stations, or by Telephoning Central 608.

## CONGOLEUM

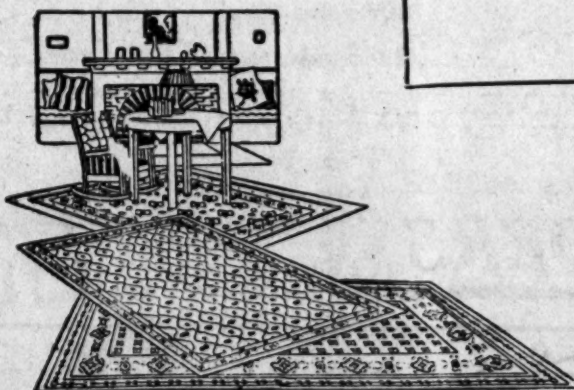
**THE SANITARY, LOW-PRICED RUGS FOR EVERY ROOM IN THE HOME**

*Never before has the need for Economy been so Great as at Present.*

Thousands of housekeepers are asking daily, "How can I save money without sacrificing comfort in Floor Coverings?"  
Congoileum Rugs supply the answer.

*They cost so little that you can have pretty, up-to-date floors in every room in your home at a total cost so small that it will surprise you.*

*Congoileum Art Rugs are made in patterns of exceptional beauty, and wonderful colorings, which you will not find in any other Rugs selling at so moderate a price.*



**Guaranteed to outwear Printed Linoleum**

*The more you think about this statement the more it means*

**For Sale by all Dealers**

*If your Dealer cannot supply you, do not deny yourself the joy and comfort that these Rugs will give you, but write us and we will see that you are supplied.*

Perrin, Cooper & Co., Tientsin Northern Distributors



Waterbury Radiolite.

### Ingersoll Radiolites

**TELL TIME IN THE DARK**

The hands and figures of Ingersoll Radiolites are thickly layered with a new substance containing Genuine Radium. This substance glows brightly in the dark and lasts for ten years or more. Outdoors at night, or in the bedroom the Ingersoll Radiolite is a great convenience. Just double as useful as a Watch that shows time only in the daylight.

Five models to select from including a wrist Radiolite and one in a white case to stand on the Bureau:

**See them at your Dealer**



Midget Radiolite

**Leading Importers of**

**METALS** Nails, Tinplates, Bars, Angles, Sheets, Plates, Zinc Sheets, etc.  
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**Railway & Steamship Supplies**  
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## HOW BRITAIN USES HER GREAT ARMIES

General Maurice Answers The  
Slur That Too Many Men  
Are Kept In England

MOST ALWAYS IN TRAINING

And He Would Have More There  
Rather Than Less To Insure Full  
Ranks To Forces In France

By Major General Sir Frederick  
Maurice

London, June 22.—Mr. Bonar Law's recent statement that as a nation we are in as critical a position as we have been at any stage of the war, together with the knowledge we have that another great German attack is impending, makes us all more than ever anxious to be assured that every possible step is being taken to increase our forces in France.

Nor is this anxiety confined to this country. The French public, seeing the Germans within forty miles of Paris, also wishes to be certain that we are sending out every man we can, and America, to whom we have appealed for help and which is making a magnificent response, naturally wants to know that we are doing our utmost and are not relying on her sons to take the place of ours.

For these reasons there have again appeared in our own and the Allied press questions whether we are not locking up in England large forces which ought to be in France. We see, and visitors to this country also see, numbers of men in khaki scattered up and down the land, and the very legitimate question is asked, What are they all doing?

Used By German Propagandists

This is the question with which the enemy has long been busy, and his active propagandists, who are again at work, have suggested a variety of replies. At one time they stated that we allowed troops of our dominions to do all the fighting and kept England full of British soldiers. This lie has been killed, partly by the adoption of the wise course of naming in our communiques, whenever possible, the divisions and regiments which have been engaged in the heavy fighting and partly by the loyal comradeship of the dominion troops, who have never failed to give the soldiers of the mother country their due.

During the fighting of this year, when our French comrades came to help us stem the German offensive, the full brunt of which fell upon us alone, the old cry was raised that we were asking too much of France, and this is being repeated in the case of America. In each case the suggestion is that "Selfish and perfidious Albion," whose motive in war is commercial gain, is sparing of her blood so as to profit at the expense of her Allies. It is added that England is full of troops who ought to be in France. Clever and unscrupulous use has been made in support of this propaganda of the official announcements of the number of men provided during the war for the armed forces of the crown.

The Facts Of Man Power

Sir Auckland Geddes, in introducing the Government's first man-power measures of this year, stated that the total effort which the British Nation had made for the maintenance of naval, military, and air forces amounted to no fewer than 7,500,000 men, of which 60.4 percent had been contributed by England and that the British Army alone had at the beginning of this year on its rolls over 4,000,000. The question is asked, Where are these 4,000,000? There is nothing like that number in France, and, therefore, there must be very large numbers in England. The enemy knows that this is not an easy suggestion to refute because it is obviously impossible for the Government to announce what is the number of troops allocated to home defense.

But it is possible to say, for it is common knowledge both to ourselves and to the enemy, that from the 4,000,000 has to be deducted not only the strength of our forces in France but also those in Mesopotamia, Palestine, and East Africa and many garrisons in our dependencies which have to be maintained. We then arrive at the number of soldiers in Great Britain.

Now, it is a common delusion that all, or at any rate a great majority, of the men in khaki in Great Britain are there to defend our shores from invasion, but just as in the interior of France, which is the main base of the French armies, there are many men in blue and in the interior of Germany, the main base of the German armies, there are doubtless many men in field gray, so in Great Britain, the main base of the empire there should be many men in khaki who have little or no connection with home defense.

All the great military administrative services, upon which the well-being of the forces in the field depend, have their centers in this country and require large numbers of men. All the sick, wounded, and convalescents are on the rolls of the army and are, therefore, included in the 4,000,000. And lastly, let us hope the largest of all the forces, there is the number of men

## Chinese Woman Doctor Studies Soy Bean



DR. YANIE KIN.

Dr. Yanie Kin, a Chinese woman doctor, who is experimenting in New York with the Chinese soy bean as a meat substitute. Dr. Kin recently spent six months in a trip to China to study and analyze the bean, and claims that the soy bean is equal to meat in nutrition. Excellent cheese and other nutritious foods can be made from the beans.

under training to replace the casualties at the front.

Number Of Men In Training

It takes from five to six months to fit a recruit to take his place in the ranks in the field, and, therefore, if we have made adequate provision for the future we should have at home at any time enough men to replace the wastage of six months in the field.

When we consider the length of the casualty lists of the last three months, and add to their total the number that have had to go to the hospital for causes other than their wounds, we can form an estimate of how large the number of men under training ought to be. Personally, therefore, I should be glad to see more, not fewer, men in khaki at home.

A few days ago, Mr. Bonar Law stated that he wished it were possible to tell the House of Commons the number of troops which since March 21 had been sent out from this country to strengthen our forces. Obviously, seeing what our losses have been, that ought to be a very large number.

It would not help us and it would help the enemy to know what that number is. What we should like is an assurance that our forces were up to strength in France before March 21 and that it was not necessary to forestall our man power income in order to make good the deficiencies which should never have existed. And still more we should like to know whether our forces are now up to strength.

On this point the enemy must have information, for he has taken, unfortunately, many prisoners, and one of the first questions on which they will have been cross-examined by the enemy's intelligence department is certain to have been as to the strength of their units.

The country has never shown greater spirit or greater determination to win the war than it has through these last few months of trial, and it is prepared to answer any reasonable call that the Government may make, but it does most earnestly wish to know that the men in the trenches are not being asked to do too much because timely provision has not been made to reinforce them.

### HOUSE TO LET

French Settlement. Detached, six rooms with modern baths, closets, and kitchen, large garden, tennis courts, garages, etc. Tls. 150.

### FURNISHED FLAT TO LET

Beautifully furnished flat of six large rooms with three bedrooms, modern baths, pantry and kitchen, etc., on the Bund. Tls. 250.

### OFFICE TO LET

15 Nanking Road. One room. Tls. 25.

Raven Trust Co., Ltd.

15 Nanking Road.

## BRAVERY OF NEGROES TOLD BY PERSHING

Two Men Of Hayward's Regiment  
Fought 20 Of Foe And  
Saved Their Comrades

WOUNDED, BUT BATTLED ON

Commander's Communique Also  
Records The Death Of Major  
Lufbery In Action

Washington, May 20.—General Pershing's communique today brought its best story, so far, of the valor and sacrifice of Americans fighting in planes. It also gave eloquent testimony to the spirit of democracy that knows no race nor color.

It told of the death in action of Major Raoul Lufbery, first ace of the flying corps, and also of the heroic fight of two American negro soldiers, who withstood a raiding party of twenty Germans and saved their comrades from surprise.

General Pershing also reported that in this "quiet day" on the front two German airplanes were brought down by American aviators.

The communique reads:

Headquarters American Expeditionary Forces, May 19, 1918.

Section A.—Aside from the activity of air forces on both sides, the day was quiet at all points occupied by our troops. Our aviators brought down two hostile machines.

Section B.—Reports in hand show a notable instance of bravery and devotion shown by two soldiers of an American colored regiment operating in a French sector. Before daylight on May 15, Private Henry Johnson and Private Roberts, while on sentry duty at some distance from one another, were attacked by a German raiding party, estimated at twenty men, who advanced in two groups, attacking at once from flank and rear.

Both men fought bravely in hand-to-hand encounters, one resorting to the use of a bolo knife after his rifle jammed and further fighting with bayonet and butt became impossible. There is evidence that at least one, and probably a second, German was severely cut. A third is known to have been shot.

Attention is drawn to the fact that the colored soldiers were first attacked and continued fighting after receiving wounds and despite the use of grenades by a superior force. They should be given credit for preventing, by their bravery, the capture of any of our men. Three of our men were wounded, two by grenades. All are recovering and the wounds in two cases are slight.

Major Lufbery was killed in flight during which he had been in combat. He was seen to fall from his machine, which itself fell a short distance from him. He was possibly wounded or dead before he fell. Earlier reports stated that he was at the time engaged in a long running fight and was flying upside down at 2,000 feet.

Last night one of our aviators engaged two German planes and brought down one in the vicinity of Apremont.

This morning Lieutenant Douglas Campbell, flying at 4,500 metres, brought down a hostile biplane in the vicinity of Flery. The hostile plane fell within our lines.

On May 18 a descendant of one of the French officers who served with the American Revolutionary Forces,

presented in the name of the descendants of all such officers, a stand of national and regimental colors to two regiments of a newly arrived American division. These flags bore the inscription:

"From the Sons of the French Champion for American Liberty to the American Champions for France and Humanity."

## CHINA IS PROSPEROUS, SAYS MR. SAMMONS

San Francisco, June 21.—China is prosperous, China is with the Allies in purse and spirit. There is plenty of room for all in China, and none is more welcome than the American business men.

These were the high points in an address given today by Thomas Sammons, American consul general at Shanghai, before the China Commerce Club at a luncheon in the rooms of the San Francisco Commercial Club.

Mr. Sammons said in part: "There is plenty of room for all in China, and none is more welcome than the American trader. He is coming over more numerous than ever before, and the type of progressive American business man in China is reaching a very high standard. We now have 216 American firms in China, the result of actively climbing upward."

"Our trade interests warrant a larger number, particularly at interior points. We must send first-class men to China to study local

trade conditions, and to secure converts to our individual interests, just as the American missionary secures and holds converts to the Christian faith. The missionary masters the language and local customs and a considerable proportion of American business men should go prepared to do likewise."

"American and Allied trade in the Far Eastern commercial front requires as many men as practicable for the industrial trenches there. Nevertheless, all are united on winning the war as the first great and controlling objective."

## LABOR HITS AT LUDENDORFF

Unions In German Section Denounce Him As An Autocrat

Amsterdam, June 10. (Correspondence of The Associated Press.)—Declaring that the name of General Ludendorff "to German workers is synonymous with Pan-German ideas of peace by violence and with the postponement of those reforms in government which would secure us liberty at home," the trade union organizations at Bielefeld, Germany, have refused to join a local patriotic committee in the collection of money for the "Ludendorff Fund" for wounded soldiers.

The refusal of the Bielefeld trade unions to participate was made in a statement issued to the public. Street collections for the Ludendorff Fund are now being made throughout Germany.

# NESTLÉ'S FOOD

Sold by the best Druggists and Stores  
Wholesale Depot, 8 Nanking Road, Shanghai

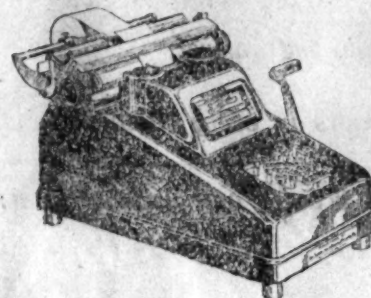


## Doctor's Opinion in China:

"I have found Nestlé's Food valuable among my Hospital patients, especially with those suffering from weak and disordered digestion. Nephritis, chronic diarrhoea and dysentery cases, as well as typhoid fever, have been helped by it."

# YOU CAN'T LOSE

Remember that for accuracy and time, an adding, listing and calculating machine can always beat the man and a pencil or abacus. Furthermore, the machine will save enough time to pay for itself on a straight investment basis. It nets anywhere from 20 per cent. up. Let us prove it to you with a free trial.

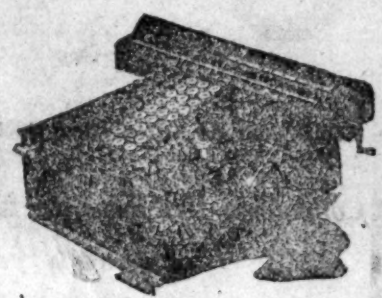


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PHONE  
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WALK-OVER Shoes are worn by men and women the world over. Seventeen thousand people walk into WALK-OVER stores and demand these shoes by name. Each season distinctive and original models in WALK-OVER SHOES enable you to dress your feet in authentic fashion months ahead of others. Come to our store for your next fitting. Learn the ease and comfort of WALK-OVERS. Allow one of our efficient assistants to help select the proper shaped last for your feet. Find out how they wear and hold their shape and satisfy.

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ONYX SILK HOSIERY

WALK-OVER SHOE STORE

"THE STORE AHEAD"

17 NANKING ROAD

Let us send your our latest Catalogue



TRADE MARK REG. U.S. PAT. OFF. GEO. E. KEITH COMPANY



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## Venus Assurance Co., Ltd.

Fire and Marine policies are issued at lowest current rates.

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W. F. WONG, Manager



*The man who's accustomed to  
his "Scotch" makes no mistake - -  
He drinks "KING GEORGE IV" Whisky*



This Whisky is distilled by the largest Scotch Whisky Distillers in the World—The Distillers Company Limited—a Corporation with a capital of Thirty Million Dollars, and their unique position has enabled them to ship us sufficient Whisky to meet all local and outport requirements for some considerable time to come, thereby ensuring the future high quality of this world-famed brand "KING GEORGE IV."

Don't forget—make your next a "KING GEORGE IV," otherwise known as the

**"TOP NOTCH OF SCOTCH"**

**TO THE TRADE, CLUBS, and HOTELS:**

We are prepared to enter into contracts with you for the supplying of regular quantities of "KING GEORGE IV" Scotch Whisky for the next twelve months.

This is an opportunity which should not be missed, as future shipments of whisky for this market are so uncertain, and exports are likely to be shut down at any time.

Quotations upon request.



**GANDE, PRICE & CO.**

Wholesale

Distributors

Sole Agents



## BANGS UNDER FIRE AS HE CHEERS TROOPS

Humorist, Back From France,  
Highly Praises Conduct  
Of Our Soldiers

**SPOKE FOR THE Y. M. C. A.  
Acts As 'Dad' For 150 Men,  
But Draws Line On Furnish-  
ing An 'Allowance'**

New York, June 16.—John Kendrick Bangs, the writer, who has recently returned from the western front, where he has been doing work for the American Committee for Devastated France, told yesterday of his observations of the American troops in France. Mr. Bangs said that the spirit and courage of the American troops were unequalled, and that their cheerfulness was inexhaustible. In the course of his stay in France, Mr. Bangs, in addition to this work for the Committee for Devastated France, spoke to the American troops in various Y.M.C.A. "huts," and was under fire several times.

Telling of his experiences among the American troops Mr. Bangs said: "I spoke in many Y.M.C.A. centers and once in a barn out of reach of the 'Y'—which means it was a very bad place indeed. You have to have been over there to appreciate what the Y.M.C.A. means to the soldiers, and what splendid work it is doing for them, in spite of occasional mistakes."

"This unit was in the motor transport service, out of touch with the established centers. I had spoken to these boys before. On the first occasion the officer in charge told me that there was a cannon train—those big army motor trucks—off a bit down the road, and the American drivers were a bit homesick, having been over there since last summer, and that a little cheering up would do them good. He asked me to go, so I went along to where that long train of cannons was parked, with only the starlight overhead to illuminate it."

"My platform was the tailboard of a two-wheeled trailer of a cannon. I spoke to them with the cannon roaring steadily a few miles away and with shells passing overhead. First I told them funny stories and then gave them some serious talk about what the United States was doing to win the war. They had been over since last August and were eager to hear about the formation of the new army and of the various big campaigns. I had visited in this country, cities of 50,000 population which had sprung up overnight."

### Pays Tribute to Father

"In concluding, I said that one of the greatest influences in my life had been my father, and that although he had been dead thirty-five years, he was more alive to me than ever now. After saying I had three sons in the army, two privates and a Lieutenant, I said: 'If any of you want a dad here, I'll serve—but don't expect an allowance.' After stepping down, I invited them to meet dad and tell their names and home addresses."

"Of the 150 who shook hands and mailed me as dad, there was only one boy in whose town I had not lectured. Result was that I was able to speak familiarly of back home, of local celebrities and landmarks. They were all wild to talk about their home towns."

"Weeks went by and I was in a different district when I was hailed by the commander of the transport unit. He said, 'The babies are yelling for Pop.' So I promised to go to them again that night. It began to rain and I thought I'd get one good night's sleep, but the commander called for me out to a farm where the men were crowded in a big barn. They were yelling 'Here's Pop and Hello, Dad' when I arrived."

### Praises Conduct Of Our Soldiers

Mr. Bangs paid a high tribute to the conduct of the American soldiers in France, saying that of all the many thousands who passed under his observation, he had seen only one soldier under the influence of liquor. The account was all on the credit side, he said, telling with enthusiasm of a Portuguese-born American in a hospital unit who had shined his boots and had done many other personal services, and who, when 19 francs was offered him for spending money on his leave, had refused it, saying, 'Mr. Bangs, we didn't come over here to make money, but to do something.' That, said the humorist, was the attitude of 99 percent of the men he met there."

"We reached the ruins of what had been a village of maybe 200 inhabitants, just a cluster of wreckage and the shell of stables, three miles from the front line, constantly under boche artillery fire," Mr. Bangs continued. "There, in an Adrian tent, we found the type of man who is making the Y.M.C.A. loved and respected on the edge of No Man's Land. This Secretary was A. H. Norton, Vice-President of Elmira College, man of great scholastic accomplishment, who was devoting his year's vacation to serving the soldiers."

"The officers told us that Norton had been literally blown by shells out of the 'Y' dugout, yet he set up again each time and stayed on, helping the men. We went into his hut, a regular little old country store of an interior, and bought some macaroni, chocolate, and sardines. I talked with him an hour and asked him how he liked it there. He said he liked it fine. But one can imagine the intellectual isolation of a man of such attainments, surrounded by boys. He never mentioned having been shelled out of his hut, and when I asked him if I could do anything for him when I got back here he asked me to call up his wife and tell her that he was all right, and give his love to the children."

"We left him there, leaning calmly in the doorway of his hut, looking speculatively after us with an expression which said 'He's going home but I'm going to stick.' He would object to my telling this, but the people here ought to know about these men who are ready with good fellowship, comradeship, and a friendly handshake for the boys over here. They embody the spirit of service."

## U. S. Trade Restrictions Here Brought Up to Date

In response to numerous inquiries from shipping men regarding the extent of the United States restricted list, the following instructions are reprinted, together with several new regulations which have recently come to the Consular Shipping office here and as yet have not been published. The more recent instructions are given first.

According to word received last month the export of platinum, palladium, iridium and rhodium may be licensed for export to Great Britain, France, Italy and their colonies, China, South and Central America and the West Indies provided they constitute or form a part of dental machinery, surgical instruments, electrical apparatus, laboratory supplies or are for use in plants in connection with the manufacture of explosives. The exporter must file with the War Trade Board an agreement to import into the United States, from any source except Colombia or Russia, an amount of these metals equivalent to that exported.

Rice has been taken from the restricted list but it is still necessary for shippers to be in possession of import license before shipping to the United States.

General import license, P.B.F. 20 has been issued covering the importation of all plants, seeds, vines, bulbs, cuttings, entomological specimens and literature consigned to the United States Department of Agriculture.

Coin bullion and currency may be imported into the United States without individual import license.

The importation of platinum will be licensed only under condition that the importer will allow the United States Government to purchase same at \$105 an ounce, the option to remain in force for ten days after arrival in the United States.

Hemphill for the manufacture of hats and strawbraid are not included in restricted import list No. 1.

All licenses outstanding covering the importation of skins, tanned skins, leather, hides and manufactures of leather from overseas have been cancelled as to ocean shipment by import license number higher than 96,000.

**List Number One**  
The old lists follow. List number one went into effect April 15.

"List of restricted imports, number one:  
"Agricultural implements, animals (live, except for breeding purposes), art works, asbestos, beads and ornaments, blacking and all preparations for cleaning and polishing shoes, manufactures of bones and horn, all bread-stuffs except wheat and wheat flour, including imports from Europe; broom corn, candle-pitch, palm and other vegetable stearin, cars, carriages and other vehicles, all acids, muriatic, except synthetic indigo, fusel-oil, or amylic alcohol, citrate of lime; all salts of soda, except nitrate of soda and cyanide of soda; sumac, ground or unground chicory root, raw or roasted, clocks and watches and parts thereof, cocoa and chocolate, prepared or manufactured, manufactures of cotton, cryolite dials, dice, draughts, chess men, billiard balls, poker chips, eggs or poultry, electric lamps, explosives, except culminates and gun powder; feathers, natural and artificial, manure, salts, manufactures of vegetable fibers and textile grasses, except jute; fish hooks, rods and reels, artificial bait, flour, all fruits, except pineapples and bananas; all nuts, except coconuts and products thereof; gelatine and manufactures thereof, including all from Europe; gold and silver manufactures, including jewelry; sulphur, oil or olive foots grease, hay, honey, hops, infusorial and diatomaceous earth and tripoli mantle for gas burners, matches, friction and lucifer, fresh meats, meerschaum, crude and manufactured; musical instruments and parts thereof; nickel, oilcloths, oilcloth and linoleum for floors, all expressed vegetable oils from Europe only, lemon oil, non-mineral paints and varnishes, pencils and pencil leads, penholders and pens, perfumery, cosmetics and toilet preparations, phonographs, gramophones, graphophones, and parts thereof, photographic goods, pipes and smokers' articles, plants, trees, shrubs and vines, plates, electrotypes, stereotype, and lithographic, engraved plumbago or graphite, pyrite rennets, artificial silk and manufactures thereof, soap, malt liquors, wines, other beverages, candy and confectionery, tar and pitch of wood, toys, umbrellas, parasols, sunshades, and sticks for beans and lentils dried peas, all vegetables except beans and lentils and peas, either in their natural state or prepared or preserved, vinegar, whalebone unmanufactured, manufactures of wool, manufactures of hair, or camel's hair, alpaca, zinc."

"On and after April fifteenth certify no invoices of foregoing articles not bearing number of United States import license. Inform shipping agencies that articles mentioned will not be admitted to United States unless licensed and therefore shipments should not be accepted without number of import license. Foregoing regulations apply only to articles listed. Number of import license unnecessary for articles not in foregoing list."

The above list is given subject to correction of possible mistakes made in transmission.

### The Second List

The second list went into effect on May 13. The Consulate-General re-issues instructions not to certify consular invoices covering foreign articles unless they contained the

number of the United States import license.

A general license has been issued covering the importation of all commodities, both restricted and unrestricted, from all countries into the possessions and protectorates of the United States, provided such importation is for consumption there and not for shipment to the United States.

The articles included in the following list will not be licensed for import into the United States if shipped after May 13, except as therein specifically indicated:

**45 Items in List**  
1.—Lime (except from Canada).  
2.—Talc and soapstone (except from Canada).  
3.—Shellfish (not including crabmeat from Japan; except from Canada and Newfoundland).  
4.—Molybdenum (except from Canada and Mexico).  
5.—Tobacco leaf (except from Cuba and West Indies).  
6.—Fish, fresh, smoked or preserved (except from Canada, Mexico, Newfoundland and Scandinavia).  
7.—Animal oil (Europe only).  
Following articles granted only from Canada and Mexico:  
8.—Alumina and borocarbon.  
9.—Borax.  
10.—Cement for building purposes.  
11.—Chloride of lime.  
12.—Cyanide of soda.  
13.—Dairy products.  
14.—Ferromanganese and spiegelstein.  
15.—Lead.  
16.—Magnesia.  
17.—Meat products and preserved meats.  
18.—Paraffin.  
19.—Pumice.  
20.—Sassaparilla.  
21.—Slate and manufactures thereof.

Following articles granted only (a) overland from Canada and Mexico, (b) as return cargo from European countries only when shipped from convenient port and when loaded without undue delay:

22.—Crude tartar or wine lees.  
23.—Bones, hoofs and horns, unmanufactured.  
24.—Baskets of wood, bamboo, straw or composition of wood.  
25.—Cork, unmanufactured, and manufactures thereof.  
26.—Edible substances not specifically provided for in the tariff schedules.  
27.—Eggs, dried, frozen, prepared or preserved and yolks of eggs.  
28.—Fats.  
29.—Fur, except earth.  
30.—Furniture.  
31.—Furs and manufactures thereof (not including fur hats, for not on the skin prepared for hatters' use nor raw seal skins from Uruguay).

32.—Glass and glassware (not including lenses, opera and field glasses, optical instruments, spectacles, eyeglasses, goggles, surveying instruments, telescopes, microscopes and plates or discs for use in the manufacture of optical goods).  
33.—Glue and glue size.  
34.—Glue stock and raw hide cuttings.  
35.—Hair, human, and manufactures thereof.  
36.—Horsehair, artificial, and manufactures thereof.  
37.—Indigo synthetic.  
38.—Ivory, animal, and manufactures thereof.  
39.—Licorice root.  
40.—Moss and sea weeds.  
41.—Paper and manufactures thereof (not including books and other printed matter).

42.—Paper stock crude (not including wood-pulp).  
43.—Straw and grass, manufactured, and manufactures thereof.  
44.—Tea waste, siftings or sweepings.  
45.—Vanilla beans.  
Following article granted from any country but only coming as deck

cargo or coming on vessels unfit for essential imports:  
46.—Tuberachio wood.  
Special Regulations  
Regarding goods which are specified in the list, to allow their import from certain countries this stipulation is applicable only in respect of goods which are produced in these

countries and not for goods which are produced in another country and which merely pass through the specified countries.  
Import permits for goods on which the embargo is placed shall become invalid unless the goods are shipped on or before May 13.  
Import permits in respect to the

goods contained under Nos. 22 to 45 in the list, shipped in Europe, and those under No. 46 will also become invalid unless they are shipped before May 13 but if they conform to the conditions of this list as regards the country of shipment, etc., application may be made for fresh import permits.

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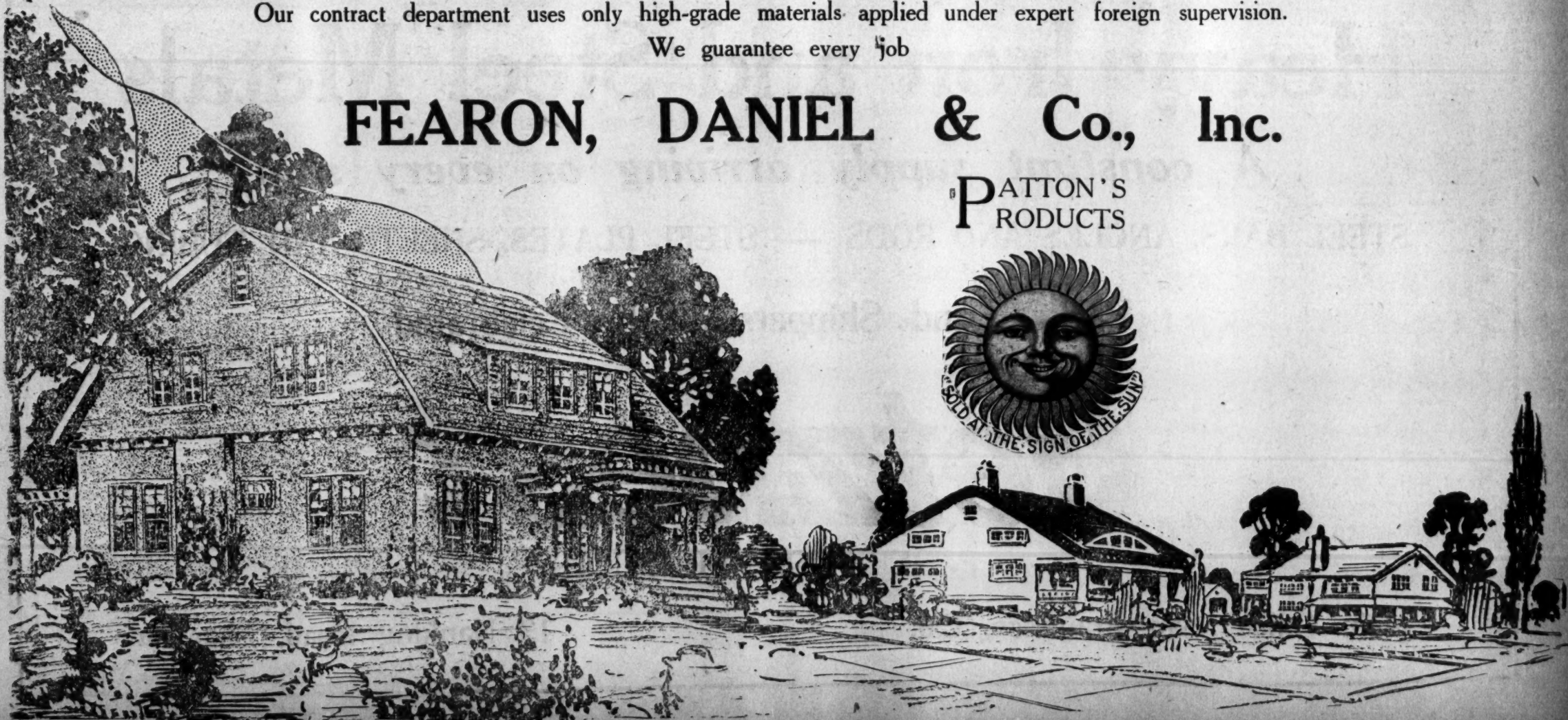
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## Winslow Tells Of Downing His First German Airman

He Writes In His Diary Graphic Story Describing His Exploit And That Of Lieut. Campbell—It Is Given To The Public By The War Department

Washington, June 15.—The following personal diary of Lieut. Allan Winslow, Aviation Section, Signal Reserve Corps, of Chicago, the first American aviator of the Expeditionary Forces to bring down a German plane, is made public by the War Department. It was not written for publication, but is given out on account of its historical and descriptive value:

"On Sunday morning, April 14, I was 'on alert' from 6 a.m. till 11 a.m., that is, I, with Lieut. Douglas Campbell of Harvard and California (since designated as the first American 'ace'), was on emergency call duty. We were sitting in the little alert tent playing cards, waiting for a call. Our machines were outside, ready at a moment's notice. I was patrol leader. At 8.45 I was called to the phone, told by the information officer, who is in direct touch with all batteries and observation posts, that two German aeroplanes were about two thousand meters above the city, which is only a mile or so from here. We were told they were going east. We were rushed down to our machines in side cars, and in another minute were off in the air.

### 'I Was Furious'

"Doug started ahead of me, as I was to meet him above a certain point at 500 meters and then take the lead. I gave him about forty-five seconds' start, and then left myself, climbing steeply in a left-hand spiral in order to save time. I had not made a complete half turn and was at about 250 meters when straight ahead and ahead of me in the mist of the early morning, and not more than a hundred yards away, I saw a plane coming toward me with huge black crosses on its wings and tail.

"I was so furious to see a German directly over our aviation field that I swore out loud and violently opened fire. At the same time, to avoid my bullets, he slipped into a left-hand reversement and came down, firing on me. I climbed, however, in a right-hand spiral and slipped off, coming down directly behind him and on his tail. Again I violently opened fire. I had him at a rare advantage, which was due to the greater speed and maneuverability of our wonderful machines. I fired twenty to thirty rounds at him and could see my tracers entering his machine.

### Each 'Got' His Man

"Then, in another moment, his plane went straight down in an uncon-

trolled nose dive; I had put his engine out of commission. I followed in a straight dive, firing all the way. At about 500 feet above the ground he tried to regain control of his machine but could not, and he crashed to earth. I darted down near him, made a sharp turn by the wreck, to make sure he was out of commission, then made a victorious swoop down over him, and climbed up again to see if Doug needed any help with the other Boche, for I had caught a glimpse of their combat out of the corner of my eye.

"I rose to about 300 feet again to see Doug on the tail of his Boche. His tracer bullets were passing throughout the enemy plane. I climbed a little higher and was diving down on this second German and about to fire, when I saw the German plane go up in flames and crash to earth. Doug had sent his German plane down one minute after I had shot down mine.

### Right Over Aviation Field

"Mind you, the fight took place only 300 meters up, in full view of all on the ground and in the nearby town; and it took place directly above our aviation field. Furthermore, mine dropped about 100 yards to the right and Doug's 100 yards to the left of our field. These are remarkable facts, for one of our Majors, who, with the French Army since 1915, has shot down seventeen machines, never had one land in France—and here we go right off the bat and stage a fight over our aerodrome and bring down two Germans right on it. It was an opportunity of a lifetime—a great chance.

"When we landed, only our respective mechanics were left in the drome to help us out of our flying clothes. The whole camp was pouring out, flying by on foot, bicycles, side cars, automobiles; soldiers, women, children, Majors, Colonels, French and American—all poured out of the city. In ten minutes several thousand people must have gathered. Doug and I congratulated each other, and my mechanic, no longer military, jumping up and down, waving his hat, pounded me on the back instead of saluting, and yelled: 'Damn it! That's the stuff, old kid!' Then Campbell and I rushed to our respective German wrecks.

### A Surprised German

"On the way there—it was only half a mile—I ran into a huge crowd of soldiers, blue and khaki, pressing about one man. I pushed my way

## Famous Jew Is Made Lieutenant-General



LIEUT. GENERAL MONASH.  
Sir John Monash, a Jew by race and religion, who belongs to the new Australian citizen army, has been made a Lieutenant-General in the British army. He is a veteran of Ypres and Messines, where he was Divisional Commander. He is now head of an army corps.

through the crowd and heard somebody triumphantly say to the surrounded man in French: "There he is; now you will believe he is an American." I looked at the man—a scrawny, poorly clad little devil, dressed in a rotten German uniform. It was the Boche pilot of the machine I had shot down. Needless to say, I felt rather haughty to come face to face with my victim, now a prisoner, but did not know what to say. It seems he would not believe that an American officer had brought him down. He looked me all over, and then asked me in good French if I was an American. When I answered, "Yes," he had no more to say.

"There was a huge crowd around the wrecked plane, and the first man I ran into was our Major—the commanding officer—and he was the hap-

piest man in the world outside of me and Doug. A French and an American General blew up in a house in all the pilots, all the French officers, mechanics, everybody in the town and camp. All had seen the fight. One woman, an innkeeper, told me she could sleep well from now on, and held up her baby for me to kiss. I looked at the baby and the felt grateful to my Major, who pulled me away in the nick of time.

### Splendid Souvenirs

"I had my mechanics take off everything available, the machine was a wreck, but I got some splendid souvenirs. The big black German crosses from the wings, his rudder, pieces of canvas with holes from my bullets in them, all his spark plugs, his magnetos, his mirror, clock, compass, altimeter, his dummy signal revolver, etc.; it is a great collection.

"Doug had set his Boche machine on fire at 300 meters and it had fallen in flames, rolling over three times and then completely burning up. There remained but a charred wreckage, like the sacrifice of some huge animal. The Boche pilot had been thrown out and was badly off. His face, hands, feet, nostrils and lungs were all burned, while his leg was broken. He is now in hospital and my Boche is probably commencing his job of ditch digging for the rest of the war.

### 'La Guerre Est Fini Pour Moi'

"They got much valuable information from my man; the other couldn't speak. He was a Pole; said he was not an officer because he was a Pole, although he had been an 'aspirant' and a pilot at the front for two years. He said to me, with a sort of sigh of relief, throwing up his hands at the same time, 'Alors, la guerre est finie pour moi!'

"That afternoon my wrecked Boche plane and the charred result of Doug's good work were exhibited in the public square of the town, surrounded by an armed guard and overlooked by a French military band. It also was a great day for the townspeople, and has had a good moral effect. You can imagine it when you realize it took place above their rooftops, at only 300 meters, and that they were able to see the whole fight. The Americans are indeed welcome in the town now, and Doug and I can buy almost anything half price.

### Groundling's Ear Punctured

"An amusing incident was this—the fight was so near to the earth that bullets were flying dangerously all about the ground. No one was hurt

save a French worker in the field, who received a hole through his ear from one of my bullets and is very proud of it."

Two days later the two aviators were decorated by the French with the Croix de Guerre with a Palm, and later were mentioned in General Orders and proposed for the American Distinguished Service Cross.

## BALLIN WARNS OF BAR AROUND MIDDLE EUROPE

Hamburg Trade Chiefs Tell Reichstag Members That Berlin Blunders In Trade

Amsterdam, June 17.—The visit of 165 members of the Reichstag to Hamburg to discuss rebuilding and the economic system after the war appears to have resolved itself, on the part of the Hamburg shipping world, into a demonstration in favor of free as against State controlled trade and shipping.

In an address to the Reichstag Deputies yesterday, Herr Withof, member of the Chamber of Commerce, complained that everything was placed under the tutelage of Berlin and concentrated on Berlin, where the authorities, he said, no longer knew of the existence of Hamburg and Bremen. The continuation of the war economic system after the war, he said amid applause, would mean the ruin of German trade, for a world trade which rested on the basis of supply and demand could not bear such bonds.

Prince von Bulow attended the subsequent banquet, at which Albert Ballin, Director General of the Hamburg-American Steamship Line said it was his firm conviction that the policy developed under the title of a "transitional economic system" was wrong, as by it ground was being prepared for an economic war after the war.

"We cannot fight for freedom of the seas and simultaneously place a barrier before Central Europe," Herr Ballin added.

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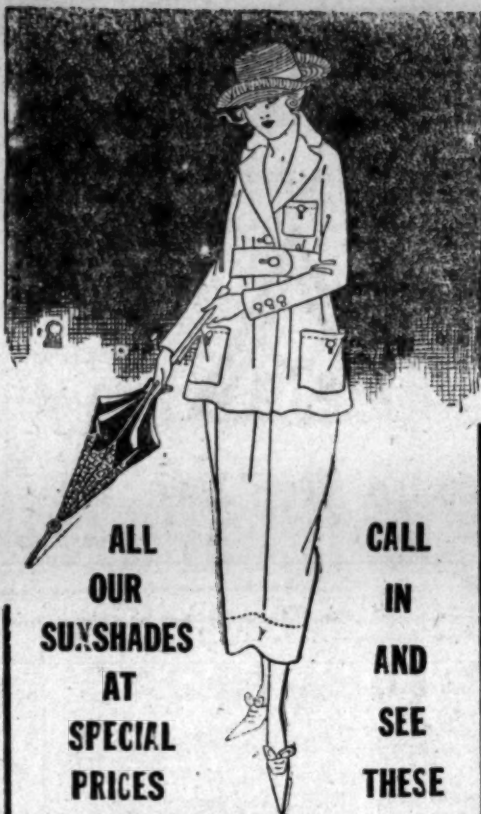
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THE "PLAYER" RACKET. To the man of moderate means here is a fine little racket that is of excellent value. Its driving powers are good and the gut a good English brand. It has stood the test of three seasons. Weights as above.

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Complete with rack and screws

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## FUNERAL

Services of the late Mrs. S. D. Lee, nee Miss Alice Zong, Tuh Hoo, will be held Thursday, August 1st, at 1.30 p.m., in Moore Memorial Chapel, corner of Yunnan and Hankow Roads; after which remains will be buried in the Hunglung Road Cemetery.

## Today's Church Services

**Holy Trinity Cathedral.**—July 28.—8 a.m. Holy Communion 10.30 a.m. Matins. Preacher Rev. A. E. Burns. 7 p.m. Evensong. Preacher. The Dean.

**St. Andrew's Church, Broadway.**—10.30 a.m. Matins. Preacher, The Dean.

**Union Church.**—Sunday, July 28.—11 a.m. Preacher, Rev. C. E. Darwent, M.A.; Subject, "Eanu"; Chant, 26, Hymns, 30, 616, 375. 6 p.m. Preacher, Rev. C. E. Darwent, M.A.; Subject, "Jacob"; Chant 138; Hymns, 56, 360, 552.

**St. John's Pro-Cathedral, Jessfield.**—Evening Prayer in English at six o'clock.

**Shanghai Free Christian Church.**—(Corner of Range and Chapoo Roads). Today's services in the above will be conducted as follows: Morning at 11, by Rev. Joshua Vale. Evening at 6, by Rev. G. W. Gibb, M.A.

**Christian Science Society of Shanghai, Masonic Hall, The Bund.**—Sunday Service 11 a.m. Subject: "Truth." Sunday School 10 a.m. Wednesday Evening 6 p.m. Reading Room 21 Nanking Road Room 71, open daily except Sunday, 10.30 to 12.30.

**St. Joseph's Church.**—Sunday July 28.—Masses at 6, 7.30 and 9 a.m. 5 p.m. Benediction of the Blessed Sacrament. Masses on week-days at 6 and 7 a.m.

## A Provisional Government In Vladivostok

Recognised By The Allies, With Allied Forces Under Its Command, It Could Save Russia

By Leo Pavlovsky  
(Editor *Russkoye Slovo* and *The Russian Review* in *The New York Times*)

In your issue of June 14 you quoted me as saying at the luncheon of the Mayor's Committee on National Defense that the best way to unite Russia against the Bolsheviks and against Germany is to re-establish the Provisional Government at Vladivostok. I take this opportunity for stating at some length the considerations that have led me to the belief that this is the best way to help Russia.

Months have passed since the Bolshevik coup d'état in Petrograd swept away the institutions of government that were recognized by the whole world as the Government of Russia. But it has not succeeded in bringing Russia a new center of governmental authority that would be recognized by the whole world. Instead of a Government of Russia, separate Governments were formed in Great Russia, in Little Russia, in Siberia, on the Don, in the Caucasus, and so on without end. But not one of them has been recognized by the nations of the world. Even the Teutons do not recognize either the Bolshevik Government in Great Russia or the Ukrainian Government in Little Russia, although they had concluded peace with them. This lack of recognition is plainly evident from the actions of the Germans in Great Russia and in Ukraine.

Having deprived Russia of a national and recognized Government, the Bolshevik rule has led Russia away from the road that leads to democracy and prosperity, and has brought the country into the light corner of anarchy, complete disorganization, and a violent subjugation of the different parts of Russia to the will of foreigners, the Teutons. Centers of Teutonic influence have been formed in two great component parts of Russia, in Great Russia and Little Russia. The so-called Governments of these territories are really centers of Teutonic influence. And as Russia becomes weaker and weaker under the heavy cross of her misfortunes, these sinister influences press harder and heavier with their iron-shod heel against the breast of the suffering country.

The Bolshevik coup d'état and seven months of the Bolshevik rule had swept away the beginnings of a democratic order that was just coming into existence. They brought nothing to take their place. The hastily concocted "Soviet Russia" has existence only in the imagination of the Bolshevik leaders. As far as the rest of the world is concerned, there exists in Russia only the Russian people that has been, for the time being, deprived of its Government and of its form as a State.

If things in Russia be permitted to take their own course, it can be predicted almost with mathematical exactness that the pendulum of Russia's political situation, which has now swung out to the extreme limits of anarchy, will swing back and may reach the extreme limits of autocracy and political reaction. It is necessary to stop it half way. It must pause where it stood before the Bolshevik came. Russia must return to the political situation which existed in November of the past year. This would be neither regression nor a political reaction. Russia has lost her way; has gone astray. She must find her right road again, return to it, and follow it.

It is necessary to create a new national center around which all the

creative elements of the people will be able to gather. Such a center must be opposed both to the German influences which are spreading so rapidly and so successfully today and to the inevitable swing of the Russian political pendulum in the direction of political reaction. Such a national center can find its strength only if it has behind it the sovereign will of the Russian people expressed through the Constituent Assembly.

In other words, it is necessary to reestablish the institution of Provisional Government, which was temporarily destroyed by the coming of the Bolsheviks. It is necessary to re-establish the Provisional Government as the temporary executor of the sovereign rights of the Russian people, as an institution of governmental authority responsible to the Constituent Assembly, which must be convoked as soon as possible and elected freely without any pressure from any side.

Russia has lost the road of the legal succession of governmental authority. She must return to this road. The Provisional Government that existed at the beginning of November had held in trust the sovereign rights of the Russian people that had reverted to it from the hands of the hereditary monarch. The Provisional Government had appointed no successor to itself, and had relinquished its rights to no one. By virtue of the succession of governmental authority, the institution of the Provisional Government still exists. And with its physical re-establishment Russia will again enter upon a road of state life, instead of shaking along the direction of political demagoguery and irresponsible experimentation that have already brought her to a tight corner.

It is plain that in those parts of Russia where the Teutonic influences are strong and are becoming stronger every day, it would be very difficult to establish a truly Russian center, honestly and sincerely interested in re-creating Russia on the basis of complete independence and the triumph of democracy. The new Russian center must have an opportunity for making its first step in a part of Russia which is still free from the enemy's heel. Its establishment must be placed in the closest connection with the influence of the widest co-operation with the powerful friends of that Russia which strives toward the triumph of the world democracy over the medieval Prussianism. From this point of view the best place for the re-establishment of the Provisional Government is Vladivostok.

Through this port for four years past the allied help had come to Russia. Through it it will be easiest to assure Russia a free communication with the Allies and of the possibility of their bringing effective aid to the new governmental center. And from Vladivostok the influence of the new Government will spread along the great Siberian railway into the very heart of stricken and prostrate Russia.

The new Government will need troops from the very start. Its authority and its effectiveness will depend entirely upon the military forces at its disposal. And this military strength must come from three sources.

In the first place there must be formed in the United States legions of Russian volunteers. Even if not very numerous, these detachments would be the foundation of the army, which must gather in Russia itself around the standards of a truly Russian Government. Even today thousands of men rally around the standard raised by General Semenov.

## How New York Trapped Bolo Pacha

War-time Law Gave State's Governor And Attorney General Power To Gather Evidence Which Resulted In Traitor's Death

By Robert C. Morris  
Connect to Attorney General Lewis in the Bolo Pacha Case

THE conviction and execution of Bolo Pacha, the French traitor, has a particular interest for the citizens of New York, because the information which caused the exposure of the Bolo plots came from this city. Had it not been for the work of Attorney General Merion E. Lewis there is little question that Bolo would be alive and pursuing his treasonable activities at this present moment. And back of Attorney General Lewis stood a law, the like of which exists in no other State in the Federal system.

At the beginning of our troubles with Germany, New York State began to get ready for hostilities in several ways. Preparations for war, as we have now abundantly learned, assume many forms. Our military census and our provision for military training received wide publicity; these are naturally things that appeal to the patriotic instinct, and that come home closely to every individual. Upon the declaration of war by the United States, however, the New York Legislature passed a measure which received practically no attention in the public press. It was this law which lodged Bolo Pacha in jail and resulted in placing him in front of a firing squad.

In the Fall of 1917 Governor Whitman received a request from the French Consul General in New York to investigate the activities of the Frenchman with the Oriental title. The Consul General explained that he was acting in response to orders from the French Government. He had just received a "defection" propaganda for some time in the French press; the traitor of treason was evidently abroad in France, and certain suspicious persons attached to Bolo Pacha. At that time, however, the French Government had nothing but a suspicion; it had no definite information upon which it could proceed against this enterprising Levantine. It simply knew that Bolo had spent about a month in New York on a secret service mission, and that he had been connected with this visit. Ambassador Jusserand said that his Government was evidently abroad in him about the matter, but that thus far he had discovered no facts that would lead to Bolo's conviction. One embarrassing circumstance was that Bolo on a previous visit to the United States had borne unimpeachable letters of introduction. He posed as a man of large affairs and a loyal Frenchman.

Ordinarily the New York authorities would have been helpless in the matter, for they would have lacked the power to conduct a detailed investigation which such a situation demanded. But, thanks largely to the energy of Attorney General Lewis, the State Government had at hand a law which gave it the machinery to do so. To most people the fact may come as a revelation that Attorney General Lewis and Governor Whitman practically created a secret service system of themselves. Yet the terms of this new statute gave them powers that practically no secret service in this country possesses. The "peace and safety law," as this remarkable statute is popularly known, is necessarily a war measure; no democratic Government, except in time of public danger, would confer such authority upon two officials. Only the machinations of the German system, working constantly in subterranean channels, and using all kinds of instruments and methods to accomplish its ends, could justify it. For this law authorizes the Governor and the Attorney General to do almost anything in this business of inquiry into "matters concerning the public peace, public safety, and public justice." Moreover, these officials are made the sole judges of when a sufficient emergency exists to call for the exercise of their drastic powers, and the responsibility of initiating such proceedings is squarely placed in their hands.

The stipulated procedure is simple and direct. When occasion for an inquiry arises, the Attorney General, with the approval of the Governor, as he deems necessary, he can appoint just as many as the situation demands and he can pay them such compensation as his judgment directs. It is also his business to determine their duties; naturally, the scope of their work varies in accordance with the particular thing they are investigating; a plot to blow up the Brooklyn Bridge, for example, would necessitate an investigation quite different from a scheme to purchase the metropolis on the Albany Legislature. The statute likewise provides for the utmost secrecy. The only officials who know that such an investigation has been made are the Governor and the Attorney General; the men are selected by the Attorney General "without civil service examination," and all appointments made pursuant to this subdivision shall be immediately reported to the Governor, and shall not be reported to any other State officer or department.

The determination that the utmost secrecy shall surround such investigations is shown in the method provided for meeting the cost of these proceedings. The Legislature appropriates a

flat sum for this purpose, which is placed in the bank to the credit of the Governor and the Attorney General. Such moneys can be drawn out by the check of the Attorney General, countersigned by the Governor. Moreover, these are the only officials who are ever to know how the money is disbursed, since the law specifically provides that these payments "shall be subject to no audit except by the Governor and the Attorney General."

Thus such agents as these two officials select are appointed in secret, are paid in secret, and operate in secret. The public does not know who they are, how many there are, or what they are doing. At present—though I have no knowledge that this is the case—numerous secret agents may be working all over the State, ferreting out German plots or other activities. The agents, and subordinates, clerks and assistants, for the purpose of these agents are extensive. Such an officer can summon under subpoena any person in the State, place him under oath, and compel him to answer questions. Any books or papers which he deems relevant or material he can cause to be produced. A failure to respond to such subpoenas and assistance within their power. The reports of such deputies are secret—the only two officials who see them are the Governor and the Attorney General. Any officer appointed for such an investigation who reveals the name of a witness or gives any information of his discoveries to any one except the Governor and the Attorney General can be punished for a misdemeanor.

When Ambassador Jusserand appealed to the law officers of New York State, therefore, they had sufficient machinery with which to operate. This proceeding was the first to call into action the new law, and it formed a part of the test of its usefulness.

The Letters Rogatory which the Ambassador had received from the Military Tribunal at Paris mentioned that had been the medium of Bolo's financial transactions. Naturally, the Attorney General's representative immediately called upon these banks. Bolo on a previous visit to the United States had borne unimpeachable letters of introduction. He posed as a man of large affairs and a loyal Frenchman. The large financial institutions which had been used at once recognized this power and readily placed at their disposal the facilities of the Attorney General. In a few days the financial operations of Bolo appeared as an open book. The Frenchman and his German co-conspirators had attempted to conceal their tracks by a complicated series of checks, but Attorney General Lewis and his associates finally placed the trail of Bolo's money in the hands of the court. The money, \$1,653,500—first appeared as deposits to the credit of the Deutsche Bank of Berlin in the Guaranty Trust Company and National City Bank; the final resting place in America of most of it was in J. P. Morgan and Co., where a million dollars was held for Bolo's use, and \$170,000 to the credit of Senator Charles Hughes, proprietor of *Le Journal* of Paris. More than half a million dollars was sent to a bank in Paris and placed in the name of Bolo's intermediaries. The transactions were G. Amsinck and Co. and the Royal Bank of Canada, both in New York. The purpose of all these transactions was merely to conceal the trail; the rigid scrutiny of all the transactions, however, and the immediate examination of the bank records made the concealment apparent. But the preliminary investigation in the banks did not disclose the most valuable detail—the connection between the transaction and the Berlin Foreign Office. The hearings and examinations conducted under the same law brought this fact to light.

One of the witnesses was Adolph Pavenstedt, senior member of the firm of G. Amsinck and Co. He had known Bolo many years before in Cuba, and one day in the Spring of 1916, he received a wireless message from his friend, who was arriving by a French liner, to meet him at the Plaza Hotel. Bolo then showed Pavenstedt a document which purported to be a contract for the purchase of *Le Journal*. Bolo wished a loan of \$2,000,000 for the period of the war without interest. "That is not a banking proposition," answered the German. "I know of only one person from whom you could

get that money, but you probably would not like to take it from that source."

"Who is that?" asked Bolo.

"From Bernstein."

Bolo shrugged his shoulders.

"Well, it's money, isn't it?" he said.

Pavenstedt then approached Bernstein and found him eager for the scheme. Bernstein directed Hugo Schmidt, New York representative of the Deutsche Bank, to pay this money to Pavenstedt. Schmidt first got an instruction from his bank in Berlin, which said that the payment was ordered by the German Foreign Office. The money was paid in the roundabout fashion already described.

I had myself served as counsel to the Attorney General in this proceeding, and as such it devolved upon me to take up the matter in Washington with the State Department and the French Embassy. The fact was that the disclosures had reached a point where they deeply involved the internal political situation of our ally, France, and all we felt that the French Ambassador should be consulted.

We therefore prepared a preliminary report, containing photographic facsimiles of checks, correspondence, and the like, and this I personally presented to Ambassador Jusserand for his consideration. I found him immensely interested and impressed. He asked me to leave it with him over night, so that he could study it in detail, and requested me to call upon him the next day. I did so, and found that he had made an abstract of the report. I told him that the Attorney General desired to do nothing that might embarrass him or his country; clearly the matter concerned France far more than it did the United States. I asked him if he wished us to continue the investigation. M. Jusserand did not hesitate for an instant.

"Yes," he said, "go on, no matter whom your investigation affects. France has so many great things to her credit that she can stand a few things like this. If we have a canker anywhere in our State, we will cut it out."

This answer impressed me then, as it does now, as splendidly illustrating the spirit which actuates our sister republic.

I returned to New York, and the next day Bolo was arrested in Paris. The inquiry was resumed, with results that all the world now knows. The decision that sent Bolo to his death was based upon the proof contained in the bank records of New York City, supplemented by the testimony of Adolph Pavenstedt and others that he had received these large sums of money from the German Government. In his trial Bolo tried to prove that his large amounts of cash came from other sources; but the investigation of Attorney General Lewis made his explanations absurd.

The law that made possible Bolo's conviction is not the only legal bulwark New York has recently raised against enemy plotters. The Legislature which just adjourned passed a worthy companion measure in the Anti-Sabotage bill. Any sympathizer with Germany who attempts to take the form of burning up factories, destroying bridges, buildings, ships, or engaging in similar operations will find that the State has a statute that immediately fits the case.

Like the "peace and safety law," this one is all-inclusive. It covers the destruction of any property of the United States or of the State of New York, or any foreign Government allied with the United States, by those acting in the interest of our enemies. It amends the penal law in relation to malicious mischief in time of war, and covers the act of damaging military or naval equipment, supplies, or stores. It provides penalties for the injury or destruction of buildings, structures or vessels, or articles used in their construction or operation, as well as for the employment in connection therewith of a felony to injure, injure and destroy railroad engines, cars, railroads, highways, bridges, canals, rivers, or unlawfully to seize, injure, or tamper with any property, with intent to hinder, obstruct, or delay any military or naval operation of the United States or of the State of New York, or any foreign Government allied with the United States. If two or more persons conspire to commit any of these acts each one becomes guilty of a felony. Punishment for violating this law is imprisonment for a term of not less than five nor more than twenty-five years.

These laws supplement one another. The first gives the Attorney General ample powers to investigate all hostile activities, whether they involve schemes such as that engineered by Bolo Pacha, or outbreaks like those of the I. W. W. The second provides the punishment for the latter class of crimes. The great advantage of these laws is that they permit swift action; there are no long-drawn-out proceedings and small opportunity for legal quibbles or the maneuverings of over-sharp lawyers.

New York, of course, is the largest base of operations in this country for spies and traitors of this kind, and it is therefore especially a matter of congratulation that the State has justified itself in this way. The Attorney General's office is working in harmony with the Federal authorities, and the united energies of both, supported by this comprehensive legislation, are likely to make the metropolitan district an unsafe place for people with the proclivities of a Bolo, a Hugo Schmidt, or a Pavenstedt.

and the Germans. This is plainly evident from such facts as the burning of grain in the Ukraine in order to prevent it from falling into the hands of the Teutons. The information that in the regions controlled by the new Government life is easier and substantial aid is rendered cannot but spread lightning-like throughout the country. It will be the best method of propaganda in favor of the new Government.

It will certainly not be necessary to have many troops in order to occupy and hold Siberia. The key to Siberia is, of course, the railway. And if 60,000 Czech-Slovaks could occupy in a few days almost 1,500 miles of it and still continue to proceed forward, a force, not much greater, working at the other end,

new Provisional Government by the Allies. This is most important also for the authority of the new Government in Russia herself.

Moreover, the formation and the recognition of the new Provisional Government must be accompanied by the immediate sending of civilian relief to Russia. And extensive organization of such relief in those parts of Russia which would gradually come under the influence of the new Government would be a tremendous psychological factor in drawing the sympathies of the population to the side of the new Government. Russia's misfortunes and sufferings have now assumed such an elemental character that it is inevitable that there should not rapidly grow a spirit of resentment against those who are responsible for these misfortunes, the Bolsheviks

(Continued on Page 15)

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## Bringing Up Father



By George McManus

Love, Home and Table Topics  
By Clever Writers

Daily Home Magazine Page

A Good Page to Read in the  
Leisure HourAn Englishwoman's Message To America On What  
The War Has Done—By Mrs. A. Burnett-SmithCondensed From The Atlantic  
Monthly For June

I have been sent over from my own country to try to bring before the people of this greater country a picture of what the war has done for us and what life is like over there, where there is no peace, very little sleep, very little light, no freedom from fear and very little food.

I want you Americans to think of these things one by one, and to take them with you in your hearts and go

ask yourselves if you are sufficiently grateful for these simple everyday blessings. I want to tell you that you ought to cherish them like angels' visits, because you never know how precious and how necessary they are until they have gone away.

We have a million and a half women working in our munition factories today—all kinds, from the highest to the lowest: peers' daughters, and daughters of cabinet

ministers, of professional men, of rich merchants—all working side by side twelve hours a day, with brief intervals for meals, living together in little villages, which had to be built close to the factories in order to solve the housing problem. They are not segregated, but live the communal life, side by side, sharing the family life in dining rooms, recreation rooms, in all respects living as one family; and it has had a wonderful effect on them all. The upper class women have learned something from their working sisters. They have gained a broader outlook, a more candid sincerity and a great many other things which are going to be of much value. The same thing holds good of the other side. They have learned refinement of speech and behavior. In fact, they have come to understand each other, and ignorance is the cause of so much sorrow and misunderstanding that we welcome all this wonderful new fusion in our national life. Please God, when the anguish of these days is over, it is going to be a splendid factor in our reconstruction.

In addition to the women working in munition factories, they have had to take the place of men in commercial houses, in stores, banks—everywhere where young manhood was formerly employed—and they have given much satisfaction to all concerned. They even clean the streets and act as porters at the railway stations.

Then we have a land army of about half a million, taking the place of men on the farms. That has been one of our most difficult tasks, because we have found our farmers to be a very conservative body of men, wanted no changes of any sort; they thought that they should be specially favored, as they were food producers, and should be allowed to keep all the men they wanted; but they have had to take a certain number of women on the land.

Then we have a very large legion in France. The women began about eighteen months ago to relieve the men in the camps—when the need of men became very insistent. There are some who work in the cook houses and prepare the men's food, and others who act as orderlies and as waiters in the different messes. They relieve men as clerks and storekeepers. They take care of and distribute the stores, and drive them to different places as required. In fact, they have relieved every man avail-

able for fighting, and they are always being reinforced from the battalions sent out from training. Part of their work is to clean the men's uniforms, and sole and heel their boots; and the latest thing they have taken over is the mending of rifles. Thus there has been a great economic saving by the employment of women. It is hard work and they are kept in their own cantonments under strict military discipline.

Milk we were very short of in the winter, owing to the cows being killed because of scarcity of fodder. You can not buy a glass of milk anywhere in a hotel or restaurant unless you have a child with you. Householders are supposed to take milk only for the sick or for children. Eggs also are scarce and were a dollar and a half a dozen when I left England; but probably, as summer comes on, the situation as regards both milk and eggs will be relieved to some extent, because everything is easier in the summer.

These are the food conditions so far as I know them at the moment. They have been improved somewhat by the introduction of the card system of rations. It came into operation some time last month, and I hear is giving great satisfaction. It does not, of course, increase the quantity, but it does insure equal distribution.

I think it is not quite understood in this country how big a part of England now is as truly the war zone as where the actual battles are being fought.

The air raids have increased, in particular. We have no Zeppelins now, because we brought down so many of them. These monsters cost a tremendous amount of money, and the damage they did was so small as not to be worth their while. But they have another kind of machine which can do a great deal more damage. It is called a Gotha. It is a very quick-flying airplane.

They come up the Thames Valley, where there are many things they would like to destroy—Woolwich Arsenal, for instance, with its twenty mile circumference of war activity. But they have never once got what they could call an objective of military importance. Neither have they found any of our splendid buildings in London, our historic monuments, the Parliament buildings and the like. They have succeeded only in destroying a great quantity of small property and killing poor people who never did them any harm.

I am so tired of telling this story of how my own house was destroyed. What happened to me that night, and to a number of other people, is the sort of thing that is happening all the time in our country in the war zone, which is increasing in size

every day. They are building more airships and they are going farther and farther into the interior. We don't talk very much about it. This war is such a stupendous thing. We just don't think about our own possessions. Why, we don't seem to belong to ourselves any more. You can always get another house, you know, but there is only one country. After all, for the things that alone make life worth living there is no sacrifice too great. You are willing to give, and give again—to give life itself if only it will help in winning the victory.

A good many of us who are old fashioned have been troubled about what is going to be the future of the homes over which these women who have been dedicating themselves to strange unwomanly work would preside; and I asked Miss Barker what effect it was likely to have on the homes to be established by and by. There was no hesitation about her answer. "Every one of them will be glad to creep back to their firesides. There will be better homes because of the wider vision. The men will have to be worthy of them. I tell the women, too, that they will have to be worthy of the men when they come back." So out of this war there may arise something finer and more beautiful in our family life than anything we have ever experienced yet.

And now the eyes of the whole world of humanity, of those who have been through the Gethsemane of these terrible years—all eyes are turned on you. I wonder if you realise the solemnity of this high honor, if you know the greatness of your own destiny.

Out of a heart that is strained almost to the breaking point, I beg you, please, please wake to the fact that the whole world has its eyes turned in travail and in sorrow, but also in hope and in confidence, to these shores and to the flag which has stood so long for liberty and freedom. Please God, the flags that are united in this great conflict shall never be disunited, and the great union of English-speaking peoples shall secure and safeguard the future for our children and our children's children.

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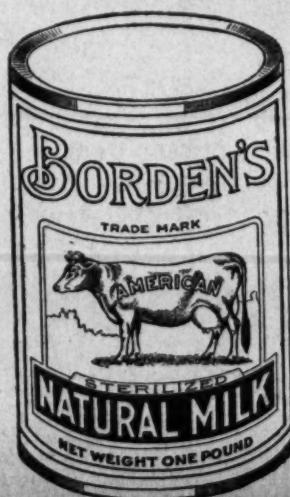
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## War-Time Wallops

If King George cries out to "kill the umpire" at the Fourth of July baseball game in London, the Americanisation of England may be said to have assumed the proportions of a drive.—*New York World*.

If that U-boat has been over here two months, as the captain is reported to have said, how did one of the men on board happen to have a German illustrated paper dated April 21?—*Boston Globe*.

One thing that illustrates the quality of the reputation which Germany has earned in the civilised world is that when a German submarine captain doesn't stab a helpless prisoner in the stomach, or at least spit in his face, he is universally regarded as very humane.—*Columbus Ohio State Journal*.

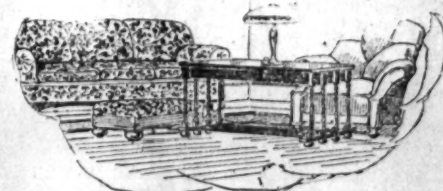
U. S. will trust too not to sink hospital vessel—will send the *Comfort* through U-boat zone without armed convoy.—*Head-line*. Bombs kill nurses and men in German raid on hospitals—enemy fliers deliberately drop flares to identify Red-Cross buildings before throwing down their missiles on wounded—Another head-line in the same page of the same paper.—*New York Evening Sun*.

We don't suppose the thing, as President Wilson calls it, really has the ghost of an idea that this performance off our Atlantic coast is going to do it a particle of good, *per se*, as we say in Ohio, but doubtless the idea is that it will serve to make the parsnip soup go down a little more easily at home for a while.—*Columbus Ohio State Journal*.

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## AMERICANS USING NEW WAR METHODS

Get Their Information By Stalking  
German Sentries In  
Indian Style

### AVOID NEEDLESS BARRAGES

Isolated Germans Are Captured  
If Possible, Or Their Bodies  
Are Brought In

By Edwin L. James

With the American Army on the Marne, June 16.—Tacked on the wall of every army headquarters is a map showing the location of enemy divisions. These locations are constantly changing; and it is kept on German units from day to day. This is done by capture of prisoners or by bringing in bodies.

The English method of making identifications is by laying down a heavy barrage, cutting off the Germans, and then going over and taking them. The French method is generally by a heavy raiding party going into the enemy positions and fighting its way back with prisoners. The Americans have a method all their own, which obviates the use of barrage and does away with costly fights. It is borrowed from Indian warfare, and consists of stalking German sentries and listening-in parties in No-Man's Land, and bringing in the needed prisoners.

Lieutenant William Zwickey today received a letter of commendation from his General for an exploit last night in identifying a German division before the American positions. The information which Zwickey gained was most valuable. His Colonel this morning told me how it was done.

With five privates, one Sergeant, and one Corporal, Zwickey left the American line and crawled on his stomach over powdery ground, along the edge of a wood, until he was away from a lone post, he heard men talking German. Then he crawled up until he was twelve yards from the enemy. The Lieutenant ordered his men to lie in the grass quiet, until he saw for, and then he crawled up to the German sentry. He took one side of the path, the Corporal the other, and they crawled toward the Germans.

When he was five yards away a twig cracked under Zwickey's foot. The Germans heard and called. "Halt!" Zwickey replied by crawling on the ground. The Germans both opened rifle fire. Zwickey fell, as he wounded, but in falling he poured his automatic and poured a whole clip into the body of one German who was shooting at him.

Meanwhile the Corporal had killed the other German sentry. The six other Americans, who obeyed their orders to lie still in spite of seeing their commanding officer fall, as they thought, waited, were called up. The body of the German whom Zwickey killed had all marks of identification cut from the uniform, but the other German's body contained the information needed.

The Americans started back, dragging the body, which was over six feet tall, weighing 180 pounds. In his report Zwickey said the body was in no condition to be handled, so they stripped it of its identifications and returned safely to the American lines, two hours and a half after leaving them.

This is one instance of the method generally used by our soldiers to obtain German identification, and an instance also of the great personal bravery which our men are called on to show in the performance of their routine duties.

The American soldiers have an innate spirit of fair play, and as a rule treat captives unusually well. But the enemy recently paid heavily in several instances for barbarity toward our men.

Only the other day forty-four Germans, including an officer, were captured by a detail of our men commanded by a Lieutenant. After crying "Kamerad!" "Kamerad!" and surrendering under the rules of war, when the Lieutenant's men approached, the German officer and two men hurried sick grenades, known as "potato mashers," at the Lieutenant, missing him, but killing three of the Americans. An American machine-gun beat a tree thirty yards away opened fire on the Germans and mowed them down to the last one.

Our Medical Corps is greatly hampered by the Germans' firing on dressing stations back of the lines, although they are plainly marked with the Red Cross and with the Red Cross flag. A boche airplane yesterday located two dressing stations and a few moments later they were well. A German prisoner admitted that they had orders to fire on our medical stations.

I saw a captured German today, who belonged to the Medical Corps and wore a Red Cross on his arm. When searched he was found to carry a revolver and two daggers. Another had five purses which he had pilfered from American and French wounded.

Our medical officers, while treating German wounded yesterday, found they yelled and shrank in horror from a painless antitetanus injection. When questioned by an American doctor speaking German, they said the officers had told them that they would get injections of fatal germs from the American medical men. When shown that the American wounded were injected with the same syringe, they lost their terror.

This German canard is on a par with the "Morris" telling the men to fight to the death because Wilson had ordered American soldiers to take no prisoners. I give this instance to show that the Americans, while wishing to play the game as fairly as it can be played, do not intend to be the victims of any German tricks.

## Takes American Aero Unit To Italian Front



Captain La Guardia, the American Congressman, who has been in Italy for some time, has taken the first American Escadrille to the Italian front for active duty. Other contingents of American aviators trained in Italy will shortly follow the first unit to the front.

## AUSTRALIAN ACE FELL 10,000 FEET

Rigby Lost Consciousness At  
16,000 Feet, But Saved Him-  
self In Last 6,000

New York, June 17.—One of the youngest officers in the British Air Service to receive the Military Cross for valor is Captain H. A. Rigby of Melbourne, Australia, who arrived here yesterday on his way home for six months' rest after two years' flying in France. He will be 21 in November and has six German fighting machines "crashed to the ground"—which is the official phrase—two driven down out of control and

one observation balloon destroyed to his credit.

All these victories were won after the first big offensive began in the Amiens-Arras sector, and when on May 18 he lost consciousness at an altitude of 16,000 feet the army doctors said it was time he had a rest.

In his two years' service Captain Rigby tested thirty-five different types of airplanes.

In an interview yesterday with a reporter Captain Rigby said:

"The American fliers whom I met in the British and French service on the front showed themselves to be first-class fliers and good fighters. When they get a number of their new machines over in France the American aviators will prove themselves. I am sure, the equals of any of our men. They have the dash and nerve of the colonial fliers in the British air service. For all-round, good, steady work the English aviators take a lot of beating, and can always be relied upon. They do not usually try to do stunts, like the colonials.

"The French aviators work differently from the British. We believe in flying in close formation and attacking the enemy alone when they are in force, while the French go alone and dive through the Hun squadrons, hoping to get one of the enemy on the way. Their Spads cannot be touched for diving, which gives them the drop on the Huns.

"The Germans are chicken-hearted in the air, and during the whole time I was in France I did not see more than ten of their machines show fight when attacked. In one instance there were eight Hun triplanes—which we do like, by the way, because they can turn so quickly—trying to get one of our scouting machines. I went to assist our chap in a S. E. 5, and six of the triplanes left for home. The one which was shooting at the scout machine finally quit, and I found myself racing at a 125-mile gait alongside the remaining Hun. We were not thirty yards apart, and neither of us could get a chance to use the guns. He could not drop astern to shoot at me because our chap was following us up. After this had lasted about three minutes the German waved his hand to me and then sailed off for home.

"Richthofen was shot down by a Lewis gun in an Australian R. E. 8, but the victory was claimed by a naval 'camel.' The R. E. 8 is a slow machine that carries a Vickers gun in front and a Lewis gun at the back. He was tackled by Richthofen and returned the fire, which eventually disabled the Hun aviator. The 'camel' saw the fight going on, and came to the rescue, but he did not bring Richthofen down.

"When I was in the hospital at the coast there was a German aviator in the next bed who had been brought down by one of our chaps, and had his leg broken in three places. The surgeons saved the leg for him, which made him very grateful. He said that if he had fallen inside his own lines the German doctors would have taken off the leg to save trouble.

"The worst two hours I spent at the front was in the hospital on the night of May 19, when it was bombed by the Huns. At that time, following my going to sleep or fainting in my machine, my nerves were not in good shape. About 11 o'clock we heard the first guns and realized what was happening. The nurses behaved like heroines. They came into the wards with electric torches, and all the patients who could be moved were placed under the beds

with rugs so that the shrapnel could not hit them. The Huns used 25-pound bombs, which we call the 'touch-and-run,' because they explode at the slightest contact. Many of them exploded coming through the corrugated iron roof of the hospital. The shrapnel fell like rain, and there were over 400 casualties. Two of the gallant nurses were killed and two others seriously wounded. I saw seven of the patients on the floor who had been killed outright.

"From the 25th of March we were kept busy along the Arras-Bapaume Road, flying low and using our machine guns on the enemy, who was massed along the roads in all directions. It was a curious sight for us to swoop down from the clouds on the Huns where they were halted at some of the cross roads with their transport wagons and artillery. Directly the shots of our machine-guns began to mow them down there was a stampede, and the confusion was always added to by their horses becoming unmanageable."

"Of his own fall on May 16, Captain Rigby said that it was due to exhaustion. He was flying at about 16,000 feet when he lost consciousness, which he recovered for a second or so at 10,000 feet. He realized that he was falling, but was powerless to do anything. At 6,000 feet he recovered sufficiently to make the ground safely.

His father, E. J. Rigby, came here for the Emergency Shipping Board some weeks ago as an authority on the welding of ships, accompanied by his wife and daughter. They will be here for some time, but the son must take his leave in Australia.

## All Over The Far East

It is reported that Mr. Harkov's (the American fur dealer at Mukden) has been appointed American Vice-Consul and attached to the American Consulate-General at Mukden.

An Eastern News Agency telegram from Tokio, says: Negotiations are progressing favorably for the organization of a Russo-Japanese Bank, which is being promoted by Mr. Karachi, of the Sino-Japanese Industrial Development Co.

The Sikhs of Malaya, through the Khali Diwan Malaya (the Sikh Association of Malaya), have petitioned the Government asking that steps may be taken to prohibit the sale of intoxicating liquor to members of their community.

Japan papers reported some time ago the sale of the Club Concordia, Kobe, to Mr. Kihara Fusasuke, the well known Copper King of Japan (not to speak of his various other sources of wealth). Official sanction of his sale has now been given. It

stated that the Club has in its library a valuable collection of technical works on all sorts of subjects, and that as these books are now almost unobtainable there are plenty of would-be purchasers willing to put up a good price. The members of the Club, however, do not wish to sell, but intend to transfer the library, together with a portrait of the Kaiser, to Messrs. Oestmann's premises as soon as official permission is granted to do so.—Japan Chronicle.

With reference to a notification published in the Hongkong Government Gazette of the 5th July, 1918, the following additional regulations governing the entrance of vessels into Manila Bay and their departure therefrom are published for general information:—Vessels will be permitted to leave Manila Bay by the North Channel without restriction as to time, but at a speed not exceeding five knots. Subj. Bay being a closed port by Presidential Proclamation, no vessels, excepting certain specified ones, are permitted to enter.

## WHEN STRENGTH FAILS

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The many thousands of people who have no great reserve of strength, who have thin blood and weak nerves, urgently need a tonic.

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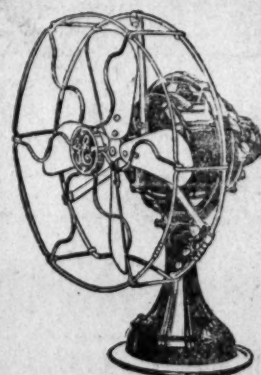
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## Letters From The Front To The Folks At Home

Ident. Edelle Parker has been right in the midst of the fighting with the troops of the Crown Prince. He declares the Bavarians fight like tigers, but are just as easy to kill as the Germans, and can run like deer when they are crowded. In a letter to his father, W. H. Parker, of Tyler, Texas, which is printed in the Tyler Courier-Times, the Lieutenant writes under date "Big Battle Front, Somewhere in France," May 18:

I am writing you a few lines, during a little lull, to let you know I am still alive, and fighting the Boche. Where I am now writing is in a dugout we snatched from the Boche. My furniture consists of one blanket with a little straw under it, and the bombardment is so intense that it fairly shakes the whole earth, and crumbles in the sides and top of my house, which is about the size of a goods box. I can lay down in it, but can't stand up.

I am at present snatching a few minutes' rest. You see I have been in battle for seven days and have not had my shoes off nor my face and hands washed, and we are certainly a dirty, motley-looking bunch of boys.

"I'll tell you this battle sounds like a thousand boiler-shops in operation all at once. You can't imagine half the thrilling facts that are occurring every minute. I am right in the midst of it and can see more acts of bravery than I could ever mention. In fact, I didn't know any army of men from any nation could fight like these American boys do. They fight so fast that the Boches don't have time to recover their senses after the first shock till we are on them and have them on the run, either from machine-gun fire or the cold steel of bayonets. That is the most exciting fighting in the world. Every time you bayonet one of the Germans he squeals and whines like a wild cat. But they usually throw down their guns and yell, "Kamerad, Kamerad," which means comrade. But when they surrender they seem glad of it and will tell most anything or give any information they know for a square meal.

I captured a minor officer myself in this battle. He was very sulky and would not say a word for a long time, but after quite a lot of persuasion and coaxing he opened up. Then he told all he knew and then some besides.

We are fighting the Bavarian divisions, which are the crack troops of the German Crown Prince. They fight like tigers all right, but they look like the rest of the Boches to us, are just as easily killed, and can run like deer when we crowd them. They are very cunning rascals and do everything they can to deceive us. For instance, one day this week we saw a regiment advancing toward us on our front dressed in the French uniform trying to flank us, coming through a field of wheat, and we knew no French were in that part of the line. Our officers ordered us to go get them and our machine-guns and rifle-fire were turned on them, and I am sure not one-tenth of them got away. We simply cleaned up the whole bunch. The wire entanglements we ran them through were hanging full, like fish on a net, only they were all dead. To show how fast our boys shot them, I helped strip a dead German after this particular frolic and he had thirty-six machine-gun wounds that made him look like a pepper-box. I bet they never try that stunt on us again.

Just a few days ago a man from my company was eating his dinner and a bunch of Boches slipped up and bounced on him, like a hawk, and carried him off to their lines. While the bunch of captors were arguing over their disposition of him, he spied two hand-contact bombs, and acting quickly he grabbed them and threw them into the bunch of his captors. During the confusion following the explosion he jumped out of the German trenches and beat it

back to us, no worse for the experience.

The Lieutenant writes that they get very little sleep in the daytime and none at night, when they make coffee in a tin can to help them keep awake. Airplane fights over the lines are to be seen every day, and he continues:

Only yesterday a Boche plane was brought down and fell near me, and it didn't burn up. I went to it and the pilot was strapped to his seat, but very dead with a bullet through his head. I got several souvenirs from him.

The French simply have run the Boche out of the air here, and when a German air-machine shows up the French are right after it and always get him or run it off. You see where we are we never have seen any American planes, but we understand that they are equal to the French and British in fighting qualities. This airplane fighting is some sport (to look at from the ground).

The Red Cross is doing very great work among us fellows. The workers expose themselves to all kinds of dangers and serve us with hot lunches and otherwise cheer us up. Also the Salvation Army is doing good work.

Well, I just must close and sleep a little if I can. We will be relieved pretty soon, then we can get some much-needed rest.

I am sending you some violets I picked off the battle-field from where we made the Germans turn turtle. They were up under the side of a shell crater.

I understand our division is to receive the French decoration for bravery and gallantry in battle. I don't know how brave I am, but I have been into some of the closest places in the world and had to swallow twice to keep my heart out of my mouth.

The great need of letters from home is emphasized by the Lieutenant, who says:

I sure wish I could hear from home more. I very seldom ever get a letter and you have no idea how a letter from home cheers one up. You write me once a week I know, but they don't reach me as they should.

I am awfully home-sick to see you all. I think of you every day, and especially I never go into a scrap that I don't think of you folks at home and miss the Germans.

But if I ever get back home at all it will be after we have finished this job over here, and I want to stay and see it well done. You can stake your life that we are surely whipping them.

When our full force gets over, then is when the big show will be pulled off.

Charles Carpenter, of Coffeyville, Kan., who is serving in Company M, 137th Infantry, is "Somewhere in France" by now. In a letter to his parents, which is printed in the Coffeyville Journal, he writes interestingly of his trip across.

Dangerous Zonibus Atlantic Brook, May 5, 1918.

Dear Mumsie:

We've been on this old boat since a week ago Thursday and it's Saturday now. I guess I guessed the right date.

Daddy knows about first, second, third and steerage on a boat. Well, we are travelling about class thirty-three. This is a passenger and mail-boat. It isn't exactly a brand new affair, but it is in the first grade of the older boats. It is a monster all right. Is the largest one in our little caravan. Has made more trips and has carried more troops than any other vessel in this particular line. The crew says that there is a price not only on the boat but on her commander. That gentleman looks like the kind of ship's commander you read about. Kinda fat and a real heavy mustache and goatee. He doesn't seem in the

least worried about his state. But to go on.

We got aboard about 8 a.m. a week ago Thursday, and were personally conducted by little old English kiddies to our each and respective cribs. They have the holds fixed up with bunks. These bunks are thicker than the regular steerage bunks. They have the make-shift dining-rooms, and the ceilings of them are fixed with heavy beams with hooks in them. Hammocks are hung from these beams and your third-born was lucky enough to draw a hammock. I say lucky and I mean it, 'cause a hammock is clean. The ventilation is very poor, but other than that everything is lovely, and the mob soon made the best of it, and now we're all as happy as though we had real good sense.

It was a funny sensation to see the land drifting away. After we were a good way from the harbor they allowed us up on the main deck. We have the run of that deck and so started the journey. The one thing that impressed us that there was a war going on was the ship's crew. It is composed principally of old men and little boys. The sure stuff aboarded men who do the heavy are in the English Navy. Have three gun crews aboard, and for the past two days one crew has been at the little old guns on the stern of the boat all the time.

The little English kiddies are a scream. Could hardly understand them, their lingo is so funny. I can now all right. Most of them are supporting their families while their older brothers and fathers are in the service. When one has the idea that England hasn't been furnishing her share of men I think they will change their minds if they saw what we have seen. They draft the boys when they are eighteen years of age. It's a cinch the folks at home don't know about this war one-tenth as much as you feel it by merely getting on a ship manned as this one is.

This trip has firmly advanced my belief that the old State of Kansas is about as good as any place to live, and also it bears out my previously expressed sentiments regarding New York. Guess we are the melting-pot all right, but by the time they get as far west as we are they are pretty well molded into the finished product, and you can excuse me from the raw ore bin of New York.

The third day out the wind began to blow. By noon it was a pretty strong breeze, and by night the old ocean was making the old boat do a fancy jolly-roller. It is fascinating if you don't get seasick. Some of the poor kids had to anchor their hobnail shoes to keep them from leaving with the rest of their belongings, but they finally got over it. Old storm lasted three days. It was right at the time I was getting out of the pay and muster-rolls, so I practised a little "Science and Health" and kept repeating "error-error," and I came through in flying colors. Except that the fish they feed one is boiled and the English mode of cooking is sadly different from our own, I have been having fine.

The steamship's engine-rooms and general internal equipment were a source of great wonder to this lad from the West, and he remarks, after a description of "the plumbing," as he terms the network of steam-pipes: "Should think it would keep a crew of plumbers busy in the wintertime repairing frozen pipes." On the second day out the life-boat drills began, and he writes:

They think a little old life-boat is an excursion steamer, from the number of people they put in one. I traded my place in a boat for a raft. If we're going to be torpedoed and sunk, it is just as well to get a real sensation and be a real sport as a half-way one, and if you could see a raft and the size of the waves when the wind blows you'd agree that a raft won't turn over and sink. There are nine guys on each raft. We are required to wear life-belts and carry our canteens filled with water at all times.

There are a whole mess of Red Cross nurses and "Hello" (telephone) girls on board. Didn't know they needed so many "Hello" girls on the other side. They all travel first class. There are also about three hundred civilian passengers. We never get to see them excepting at boat drills. This is being an experience that I wouldn't have missed for a penny, but it is an experience that will be appreciated heaps more when I'm telling you about it a few years hence than it is right now.

Another thing: If I come through

my affair all right, I'm going to get my discharge on this side if it's possible, 'cause I think one case of steerage is enough to last me a lifetime. Sands and all the other first sergeants are traveling second class. Sands and Gillette, L Company's first sergeant, have a stateroom to themselves. They had an extra bunk, and I could have had it, but truly I kinda liked the idea of sleeping in a hammock. I'd like to swipe my hammock and use it in the trenches.

Have my office down here in the first-class dining-room on a table all off in a corner. This is a classy place. The kids live on deck all the time, though, and the principal sport is boxing, so we will make out.

One wop let his gun go off this afternoon and the bullet went up through the bridge where the captain of the boat stands. The crew thought may be he was a spy or something. We have one case of pneumonia. The old kid is getting better treatment than he ever will get again. Has two nurses with him all the time and all the doctors imaginable. He is on the same raft I am and have to keep a guard with him so in case of emergency we can carry him out. I hope for his sake nothing like that happens, 'cause he has passed the dangerous stage and they have him coming along fine; but about two minutes on a raft and held he eligible for a deep-sea journey.

I haven't even had a bad cold except for a while.

Interesting glimpses of life in Paris today are given in letters written by representatives of the Young Women's Christian Association who are stationed there. Miss Jane Cavers, of Columbus, Ohio, is employed at

the Hotel Petrograd, which was established in Paris by the Y.W.C.A. for American women. In a letter which is printed in the Detroit Free Press Miss Cavers writes of the arrival of a contingent of "Hello" girls:

The biggest influx of guests since the hotel opened comes with the first unit of American telephone girls—thirty-three of them, in their navy-blue uniforms. They were expected daily for two weeks before they arrived, coming by way of

England and evidently having a hard time to get here.

We have had several air-raids during the month, only one of which amounted to much. However, the fact that our sleeping is interrupted tends to make us a bit upset on the days following bombardment, and sometimes our nerves make us seem a bit cranky.

We have had a little rest for a few days from our friend the enemy, and hope that the rest will continue at least until the next full moon.

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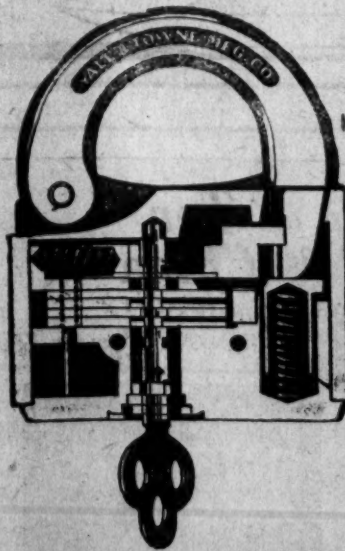
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## Hongkong Market

Messrs. Moxon and Taylor write as follows in their report for week ending July 19:

Our market continues to show great strength, and a large volume of business has resulted, the continued easiness of money being largely responsible for this state of affairs.

Shanghai after a slight weakness in the beginning of the week has again strengthened. Shanghai Docks in particular showing a very sensational rise from Tls. 126 1/2 to Tls. 145 for cash and Tls. 145 for September.

Banks—Hongkong Banks are in strong demand at \$610.

Marine Insurance—Cantons could be placed at \$228, North China at Tls. 135, Yangtzes at \$192 and Unions at \$210.

Fire Insurance—China Fires are wanted at \$136 and Hongkong Fires at \$225.

Shipping—Douglas continue in strong demand, a small business being done at \$75 for cash and \$78 and \$79 for September. Steamboats vary between \$121 and \$20 with a small business passing at these rates.

Star Ferries have come to business at \$24 and \$25. Preferred Indos are wanted at \$30 and Deferred Indos at \$143. Shells have advanced to 142 1/2 business done.

Refineries—China Sugars have strengthened slightly and \$341 is freely offered with no share coming out at the rate. Malabons are firm at \$32.

Oils and Mining—Rauba have changed hands at \$2.90 and Urals at 17/-.

Trenons are wanted at \$6/- and Kailans at 47/-.

Langkals have advanced to a buying rate of Tls. 16.

Docks, Wharves and Godowns—Kowloon Wharves weakened from \$9 1/2 to \$9 and a fair business has also been done at \$8 1/2.

Hongkong Docks have had a very sensational rise from \$124 1/2 to \$131 for cash with \$128 1/2 done for September.

Shanghai Docks as above recorded, have advanced rapidly from Tls. 126 1/2 to Tls. 145 for cash with Tls. 145 done for September, following on the declaration of a Tls. 14 dividend.

Land, Hotels and Buildings—Centrals at \$92, Hotels at \$93 and Lands at \$92 are all in strong demand.

Humphreys have advanced to \$61 and Kowloon Lands to \$50. West Points have buyers at \$74.

Electric Companies—Hongkong Electric have been buyers at \$61. Trams at \$6.70 have changed hands and China Lights are wanted at the increased rate of \$5.

Miscellaneous—China Boronog are wanted at \$9 and Dairy Farms at \$27 1/2.

Ropes have buyers at \$28. Providents have been done at \$73 and Cements at \$7.10 and \$7.15 for cash.

Powells are in request at \$8.30 and Waterboats at \$12.

Exchange—The Demand rate on London is \$7/8 1/2 and the T.T. selling rate on Shanghai is 69 1/2.

## Share Market

In their report for week ending July 25, Messrs. J. P. Bisset and Co. write as follows:

A fair volume of business has been done on the Exchange during the past week. Generally speaking the tone of the market has remained firm.

Shanghai Docks were slightly easier, closing at Tls. 139 cash. Amongst Cottons, Kungyiks hardened to Tls. 15 1/2 and Orientals to Tls. 42.

Other cottons remain firm at about last week's prices. Langkals remain steady at Tls. 16 to Tls. 16 1/2.

Far Eastern Insurance improved to Tls. 25 buyers, and all other insurance stocks are in request at quoted rates.

There has been rather more inquiry for rubbers, but buyers are not inclined to pay more than bargain prices.

## Silk Market

Messrs. William Little and Co. write, as follows in their report for week ending July 26.

White Silk—The market continues to rule very quiet.

Tsatsies—Chooey Kihing Tls. 465. Red Killing Tls. 460.

Tsatsie Flatures—S S S Mar 1, Tls. 600. Kung Kee Mar 1, Tls. 580.

Tsatsie New Style—Gold Stork 1, Tls. 620 av. Gold Phoenix Ex. 1, Tls. 620 av.

Yellow Silk—Mienyang S. T. 1, 2, Tls. 435 av. C. K. 1, 2, 3, Tls. 435 av.

## A Provisional Government In Vladivostok

(Continued from Page 10)

could very soon join hands with these troops, and the whole of Siberia would be in the hands of the new Government. And Siberia would be a splendid base for operations in the other parts of Russia where, of course, conditions similar to those in Siberia also exist.

It is said sometimes that the sending of Allied troops to Russia will push Bolshevik Russia into the embrace of Germany. But is it possible that Russia should be subjected still more to the rule of Germany's mailed fist than has already been done by the Bolsheviks when they destroyed the sources of Russia's national strength? Moreover, it is a fact that the Murman railroad in the north is guarded by the French and the British troops, and yet no one would say that this was even a remote cause of Germany's domination in Russia.

A struggle against both the Bolsheviks and the Germans is inevitable in Russia. Russia cannot be reborn unless this struggle takes place. Only after passing through the fire of such a struggle can Russia again become unified, free, and powerful. And in order to make this struggle possible, it is necessary not only to re-create the Russian front, but also to bring into existence the governmental center that would direct and organize this front. The creation of such a front seems entirely possible. Its establishment opens the widest outlook. It will undoubtedly force the Germans to bring a part of their troops from the west back to the east. And if, with a concentration of all their forces in the west, the Germans have been unable to force a victory, what will they be able to do when a part of those troops will have to go back to the east?

But the establishment of the front

is impossible without the re-establishment of the Provisional Government. There are enough Russian statesmen already abroad who had taken more or less active part in the work of the Provisional Government to go to Vladivostok and realize a plan of this kind. In the meantime, they can enter into the necessary negotiations with the Allied Governments and, once in Siberia, gather around themselves those of the Russian leaders who are still in Russia.

The German "woodcutter" is working post-haste in his efforts to cut down the tree of Russia's State. Splinters of this former mighty tree, are flying to all sides. But it is still possible to save the giant from complete destruction, if only action is taken quickly and energetically.

This is indeed the time for a struggle for Russia. If Russia is saved for civilization, it will be easier for the whole world to struggle for the triumph of the idea of democracy; it would bring nearer the hour of that triumph.

And in order to achieve this it is necessary to create in Russia conditions in which the people of Russia could rally again around the watchwords of the great Russian revolution that had pronounced the sovereign will of the united Russian people the supreme governmental authority; the Constituent Assembly, the channel through which that will can be expressed, and the Provisional Government, the temporary executive of that authority.

These principles must be restored to their estate for only then can Russia be saved and the whole world relieved of the horrible danger that threatens it through the consummation of the Russian tragedy.

And so far as the Allies are concerned, I should urge, as an immediate step, the creation of an Allied Commission for Russian

affairs, which ought to sit in Washington and in whose hands would be concentrated all the facilities for working out the policies concerning Russia. In close co-operation with the reconstructed government of Russia, such a commission could be highly instrumental in co-ordinating the efforts of the Allies in their consummation of the German defeat through a simultaneous attack in the east and in the west.

## Shipping Items

The L.C. s.s. Loongwo left Hankow for Shanghai on Thursday.  
The C.N. s.s. Luanyi left Hankow for Shanghai on Thursday.  
The N.Y.K. s.s. Yohyang Maru left Hankow for Shanghai on Thursday.  
The C.M. s.s. Kiangshin left Hankow for Shanghai yesterday.  
The N.Y.K. s.s. Tsuchang Maru left Hankow for Shanghai yesterday.

The L.C. s.s. Lucho will leave Hankow for Shanghai today.  
The C.N. s.s. Yingchow will leave Hankow for Shanghai today.  
The C.N. s.s. Shengking will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.  
The K.M.A. s.s. Upolu (Chartered) left Chinwangtao for Shanghai on Wednesday.  
The L.C. s.s. Bulwo will leave Hankow for Shanghai tomorrow.  
The C.N. s.s. Chungking will leave Hankow for Shanghai tomorrow.  
The N.Y.K. s.s. Tsuchang Maru will leave Hankow for Shanghai tomorrow.

## Vessels In Harbor And At Woosung

Date	From	Ship's Name	Flag	Agents
July 24	Japan	Amagasaki Maru	Jap.	
June 25	Hongkong	Antiochus		
June 11	Manila	Bussie Dollar		
June 15	Japan	Capto	Jap.	J.M. & Co.
June 15	Hankow	Chiyodo Maru	Jap.	O. S. K.
July 10	Japan	Changwo	Jap.	San Feb S.N.
July 17	Ningpo	Chinchoang	Jap.	B. & S.
July 23	Dalny	Dalchonsan Maru	Jap.	
July 26	Chefoo	Pengden	Jap.	
July 12	Japan	Fukuen Maru	Jap.	
July 4	Japan	Putami Maru	Jap.	
July 11	Tientsin	Haroké Dollar	Jap.	S.M.R.
July 25	Swallow	Hakushin Maru	Jap.	B. & S.
July 26	Chefoo	Hainfong	Chl.	C.M.S.N. Co.
July 25	Hankow	Iwabee	Jap.	
July 26	Antung	Isshin Maru	Jap.	
June 10	Japan	Jun Maru	Jap.	
July 25	Japan	Juho Maru	Jap.	O.S.K.
July 26	Japan	Keebung Maru	Jap.	C.M.S.N. Co.
July 26	Hankow	Kiangyung	Jap.	J.M. & Co.
July 25	Chefoo	Kingping	Jap.	
June 15	N. S. Island	Kalo Maru	Jap.	
July 11	Chinwangtao	Kurama Maru	Jap.	
July 3	Japan	Koyo Maru	Jap.	N.Y.K.
June 28	Japan	Katori Maru	Jap.	N.Y.K.
June 28	Japan	Kanagawa Maru	Jap.	N.Y.K.
July 26	Hongkong	Mishima Maru	Jap.	N.Y.K.
July 26	Japan	Parthia	Jap.	
July 26	Japan	Sapporo M. No. 3	Jap.	S. Shokai
July 26	Japan	Sapporo M. No. 6	Jap.	S. Shokai
July 15	Hongkong	Shoyei Maru	Jap.	N.Y.K.
July 24	Chefoo	Santo Maru	Jap.	B. & S.
July 25	Tientsin	Santen Maru	Jap.	M.B.K.
July 12	Japan	Taki Maru	Jap.	
July 23	Japan	Tenun Maru	Jap.	
July 26	Japan	Taito Maru	Jap.	O.S.K.
July 18	Japan	Tategama Maru	Jap.	N.Y.K.
June 27	Hongkong	Tenyo Maru	Jap.	Alexander
June 4	Singapore	Vondel	Jap.	
June 11	Chinwangtao	Yelko Maru	Jap.	S. Shokai

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## Men-of-War In Port

Section	Date	From	Flag	Rating	Tonnage	Crew	Commander
ODW	Aug. 15	Hankow	D de Laitre	Fr. g-b.			
SD	June 9	Gna	Br. g-b.				
WTW	Oct. 27	Cruise	Monocacy	Am. g-b.	196		McFater
OD	May 29	Tientsin	Nightingale	Br. g-b.			
SD	June 11	Cruise	Falco	Am. g-b.	191		H. Deane
YTPDW	May 13	Cruise	Teal	Br. g-b.			
	May 19	Cruise	Toba	Jap. g-b.			
			Woodlark	Br. g-b.	188		



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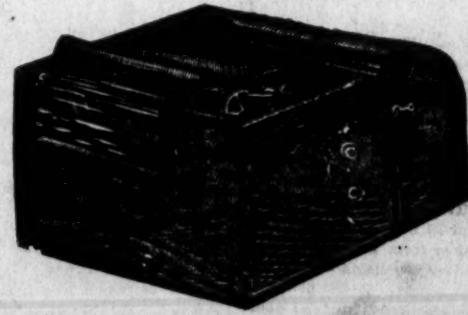
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Examinations: Examinations for entrance and for advanced standing will be held at Peking, Shanghai and Canton, June 18 to 22, and August 27 to 31, 1918.

Calendar: The first semester opens Tuesday, September 17, 1918, and closes January 31, 1919. The second semester opens February 11, 1919 and closes June 20, 1919.

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Takawa.

## Arrivals

Arrived	From	Ship's Name	Flag	Agents
July 27	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
July 27	Foochow	Haean	Chi.	C.M.S.N. Co.
July 27	Hongkong	Kailong	Br.	R. & S.
July 27	Hankow	Tungting	Br.	R. & S.
July 27	Hankow	Kiangwah	Chi.	C.M.S.N. Co.
July 27	Hankow	Yohyang Maru	Jap.	N.K.K.
July 27	Chuefoo	Hsinming	Chi.	C.M.S.N. Co.

## Departures

Date	For	Ship's Name	Flag	Agents
July 27	Modi, Kobe & Osaka	Omi Maru	Jap.	N.Y.K.
July 27	D.L. S'ow, H'kong & Canton	Wingsang	Br.	J.M. & Co.
July 27	Hongkong and Manila	Euador	Am.	P.M.S.S. & Co.
July 27	July 27 12.30 Dairen	Koku Maru	Jap.	S.M.R.
July 27	M.N. Hankow, etc.	Wuchang	Br.	S. S.
July 27	M.N. Hankow, etc.	Fengyang Maru	Jap.	N.K.K.
July 27	Liverpool, etc.	Nippon		



## GENERAL SHIPPING NEWS

## Future Sailings

## FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
July 29	—	Seattle, etc.	Katori Maru	Jap. N.Y.K.	
July 31	—	Tacoma & Seattle	Manila Maru	Jap. O.S.K.	
Aug. 2	—	Vancouver	Monteagle	Br. C.P.R.	
Aug. 10	—	San Francisco	Nanking	Am. C.M.S.N. Co.	
Aug. 15	—	Vancouver	Key West	Br. C.P.R.	
Aug. 18	—	San Francisco	Korea Maru	Jap. T.K.K.	
Aug. 17	—	Tacoma and Seattle	Altai Maru	Jap. O.S.K.	
Aug. 17	—	San Francisco	Euador	Am. P.M.S.S. Co.	
Aug. 19	—	Seattle, etc.	Suwa Maru	Jap. T.K.K.	
Sept. 2	—	San Francisco	Siberia Maru	Jap. T.K.K.	
Sept. 8	—	Tacoma & Seattle	Africa Maru	Jap. O.S.K.	
Sept. 9	—	San Francisco	Tenyo Maru	Jap. T.K.K.	
Sept. 14	—	San Francisco	K. of Japan	Am. P.M.S.S. Co.	
Sept. 19	—	Vancouver	Arabia Maru	Br. C.P.R.	
Sept. 19	—	Tacoma & Seattle	Arabia Maru	Jap. O.S.K.	
Oct. 6	—	Vancouver	Monteagle	Br. C.P.R.	

## FOR JAPAN PORTS

July 29	—	Nagasaki, Kobe, Yama	Tategami Maru	Jap. N.Y.K.	
July 31	—	Moji, Kobe & Osaka	Chikuzen Maru	Jap. N.Y.K.	
Aug. 2	—	Nagasaki, Kobe & Yama	Takeshima Maru	Jap. N.Y.K.	
Aug. 6	—	Nagasaki	Yamashiro Maru	Jap. N.Y.K.	
Aug. 9	—	Nagasaki, Kobe & Yama	Simbrak	Rus. R.V.F.	
Aug. 10	—	Nagasaki, Kobe & Yama	Chikugo Maru	Jap. N.Y.K.	
Aug. 14	—	Moji, Kobe & Osaka	Kumano	Jap. N.Y.K.	
Aug. 19	—	Nagasaki, Kobe & Yama	Oni Maru	Jap. N.Y.K.	
Aug. 14	—	Kobe	Inaba Maru	Jap. N.Y.K.	

## FOR EUROPE, INDIA, STRAITS, ETC.

—	Port Said	Esan Maru	Jap. N.Y.K.	
—	London, etc.	Kanawara Maru	Jap. N.Y.K.	
—	London, etc.	Sado Maru	Jap. N.Y.K.	

## FOR SOUTHERN PORTS

July 25	D.L.	Swatow	Holhow	Br. B. & S.	
July 29	4.00	Ningpo	Hsin Peking	Br. B. & S.	
July 29	4.00	Ningpo	Hsin Ninshao	Chl. C.M.S.N. Co.	
July 29	2.30	Hongkong, Kiang, T'iao	Keelung Maru	Jap. O.S.K.	
July 29	D.L.	Swatow	Kaifong	Br. B. & S.	
July 30	—	Poochow	Haeen	Chl. C.M.S.N. Co.	
July 30	3.30	Ningpo	Hsin Peking	Chl. C.M.S.N. Co.	
Aug. 1	6.00	Amoy, Hongkong & C'ien	Sungkiang	Br. B. & S.	
Aug. 3	10.00	Hongkong & Canton	Sunning	Br. B. & S.	
Aug. 3	—	Hongkong	Paoting	Br. B. & S.	
Aug. 14	—	Hongkong	Korea Maru	Jap. T.K.K.	
Aug. 15	—	Hongkong	Siberia Maru	Jap. T.K.K.	
Aug. 18	—	Manila & Singapore	Arabia Maru	Jap. O.S.K.	
Aug. 19	—	Manila & Hongkong	Oni Maru	Jap. N.Y.K.	
Aug. 24	—	Hongkong	Colombia	Am. P.M.S.S. Co.	
Aug. 24	—	H'kong & Singapore	Mexico Maru	Jap. O.S.K.	

## FOR NORTHERN PORTS

July 25	—	Chefoo and Tientsin	Hsinfung	Chl. C.M.S.N. Co.	
July 28	10.00	Weiwei Chefoo, T'ien	Shuntien	Br. B. & S.	
July 28	D.L.	Weiwei Chefoo, T'ien	Kingsun	Br. J.M. & Co.	
July 28	—	Tungao	Toko Maru	Jap. D.K.K.	
July 29	—	Tientsin	Taito Maru	Jap. O.S.K.	
July 30	3.00	Weiwei Chefoo, T'ien	Fengtien	Br. B. & S.	
July 30	3.30	Tungao, Dairen	Sakaki Maru	Jap. S.M.R.	
July 30	—	Chefoo & Tientsin	Hsinfung	Chl. C.M.S.N. Co.	
Aug. 1	10.00	Weiwei Chefoo, T'ien	Tungchow	Br. B. & S.	
Aug. 3	10.00	Weiwei Chefoo, T'ien	Poyang	Br. B. & S.	
Aug. 3	—	Tientsin and Dairen	Kohoku Maru	Jap. O.S.K.	
Aug. 6	—	Vladivostok	Simbrak	Rus. R.V.F.	

## FOR RIVER PORTS

July 28	M.N.	Hankow, etc.	Kiangyung	Chl. C.M.S.N. Co.	
July 29	M.N.	Hankow, etc.	Tunging	Br. B. & S.	
July 29	M.N.	Hankow, etc.	Kienwah	Chl. C.M.S.N. Co.	
July 30	M.N.	Hankow, etc.	Loongwo	Br. J.M. & Co.	
July 30	M.N.	Hankow, etc.	Yohyang Maru	Jap. N.K.K.	
July 30	M.N.	Hankow, etc.	Luo	Br. B. & S.	
July 31	M.N.	Hankow, etc.	Poyang	Br. B. & S.	
July 31	M.N.	Hankow, etc.	Shangyang Maru	Jap. N.K.K.	
Aug. 2	M.N.	Hankow, etc.	Chungking	Br. B. & S.	

\*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

## Vessels Loading

## For River Ports

HANKOW & PORTS.—The Str. Kiangyung, Capt. W. McIlwain, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Str. Tungtung, Capt. E. A. Watt, will leave from the French Bund on Monday, July 29, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Str. Kiangwah, Capt. John M. Arthur, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Str. Luanyi, Capt. Fraser, will leave from the French Bund on Tuesday, July 30, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Loongwo, Capt. Finiels, will leave on Tuesday, July 30, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine Matheson & Co., Ltd., General Managers, Passengers Tel. No. 240 Freight Tel. No. 250.

HANKOW & PORTS.—The Co's Str. Yohyang Maru, Capt. Y. Ikeda, will be despatched from N. K. K. Poochow wharf on Tuesday, July 30, at about 12 o'clock midnight. For Freight or Passage apply to The Nishin Kisen Kaisha No. 5 The Bund Tel. No. 255.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Poyang, Captain Carnahan, will leave from the French Bund on Wednesday, July 31, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co's Str. Sangyang Maru, Capt. J. A. Scott, will be despatched from C. M. Lower wharf on Wednesday, July 31, at about 12 o'clock midnight. For Freight or Passage apply to The Nishin Kisen Kaisha No. 5 The Bund Tel. No. 255.

HANKOW & PORTS.—The China Navigation Co.'s Str. Chungking, Capt. J. Mather, will leave on Friday, Aug. 2, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire Agents Tel. No. 77.

HANKOW & PORTS.—The Str. Navigation Co.'s Steamer Nagasaki, at

Captain Newcomb, will leave from the French Bund on Saturday, Aug. 2, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

## For Southern Ports

SWATOW.—The China Navigation Co.'s Steamer Holhow, Captain W. T. Roberts, will leave on Sun. July 28, at daylight. For Freight or Passage, apply to Butterfield & Swire Agents Tel. No. 77.

SWATOW.—The China Navigation Co.'s Str. Kaifong, Capt. C. P. McAdam, will leave on Monday, July 29, at daylight. For Freight or Passage apply to Butterfield & Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s Str. Hain Peking, Captain A. Scott, R.N.R., will leave from the French Bund on Monday, July 29, at 4.30 p.m. For Freight or Passage, apply to Butterfield & Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOCHOW & KEELUNG.—The Steamer Keelung Maru, Captain S. Imai, will be despatched from the Co's Yangtsepooh wharf on Monday, July 29, at 2 p.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at 1 p.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund Tel. No. 4234 and 4235.

HONGKONG & CANTON.—The China Navigation Co.'s Str. Sungkiang, Capt. H. Trowbridge, will leave from the French Bund direct for the above ports on Tuesday, July 30, at daylight. For Freight or Passage apply to Butterfield & Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

FOCHOW.—The Steamer Haeen, Capt. F. H. Wallace, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

AMOI, HONGKONG and CANTON.—The China Navigation Co.'s Steamer Sunning, Captain W. J. Jones, will leave from the French Bund direct for the above ports on Thursday, Aug. 1, at 6 a.m. For Freight or Passage apply to Butterfield & Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Str. Paoting, Capt. P. R. Purshaw, will leave on Saturday, Aug. 3, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire Agents Tel. No. 77.

MANILA & SINGAPORE.—The Steamer Arabia Maru, Captain S. Hakata, will be despatched on August 18, at — The steam-launch conveying passengers on board will leave the Custom jetty

at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund Tel. No. 4234 and 4235.

HONGKONG & SINGAPORE.—The Str. Mexico Maru, Capt. K. Komiya, will be despatched from the Co's Yangtsepooh wharf on Aug. 28, at — The steam-launch conveying passengers on board will leave the Custom jetty at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund Tel. No. 4234 and 4235.

HONGKONG.—The Str. Canada Maru, Capt. Y. Yamamoto, will be despatched from the Co's Yangtsepooh wharf on Sept. 18, at — The steam-launch conveying passengers on board will leave the Custom jetty at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund Tel. No. 4234 and 4235.

## For Northern Ports

WEIHAIWEI, CHEFOO & TIEN-TSIN.—The China Navigation Co.'s Str. Shuntien, Capt. Northcombe, will leave from the French Bund on Sunday, July 28, at 10 a.m. For Freight or Passage, Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

CHEFOO & TIEN-TSIN.—The Str. Hsinfung, Capt. W. S. Ross, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

TIEN-TSIN.—The Str. Taito Maru, Capt. M. Takagi, will be despatched on July 29, For Freight please apply to The Osaka Shosen Kaisha, No. 4, The Bund Tel. No. 4234 and 4235.

WEIHAIWEI, CHEFOO & TIEN-TSIN.—The China Navigation Co.'s Str. Fengtien, Capt. Harris, will leave from the French Bund on Tuesday, July 30, at 3 p.m. For Freight or Passage, apply to Butterfield & Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

CHEFOO and TIEN-TSIN.—The Str. Hsinfung, Capt. H. Mackinnon, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIEN-TSIN.—The China Navigation Co.'s Steamer Tungchow, Captain Bennett, will leave from the French Bund on Thursday, Aug. 1, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

TIEN-TSIN and DAIREN.—The Str. Kohoku Maru, Capt. S. Ohba, will be despatched from the Co's Yangtsepooh wharf on Aug. 3, at — The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund Tel. No. 4234 and 4235.

WEIHAIWEI, CHEFOO & TIEN-TSIN.—The China Navigation Co.'s Str. Shengking, Capt. McIntosh, will leave from the French Bund on Saturday, Aug. 3, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

## For Foreign Ports

TACOMA AND SEATTLE CALLING AT VICTORIA B.C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, & YOKOHAMA.—The Osaka Shosen Kaisha's Str. Altai Maru, Capt. N. Kobayashi, will be despatched on July 31, Through Bills of Lading are granted to overland points connecting with the Chicago Milwaukee & St. Paul Railway Co. at Seattle and Tacoma. Consular invoices must accompany shipment to U.S.A. For Freight, please apply to The O. S. K. No. 4 The Bund Tel. No. 4234 and 4235.

TACOMA AND SEATTLE CALLING AT VICTORIA B.C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Africa Maru, Captain H. Yamamoto, will be despatched on September 8, Through Bills of Lading are granted to overland points connecting with the Chicago Milwaukee & St. Paul Railway Co. at Seattle and Tacoma. Consular invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Custom's jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund Tel. No. 4234 and 4235.

TACOMA & SEATTLE CALLING AT VICTORIA B.C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Arabia Maru, Captain S. Nagata, will be despatched on September 19, Through Bills of Lading are granted to overland points connecting with the Chicago Milwaukee & St. Paul Railway Co. at Seattle and Tacoma. Consular invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Custom's jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund Tel. No. 4234 and 4235.

TACOMA & SEATTLE CALLING AT VICTORIA B.C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Arabia Maru, Captain S. Nagata, will be despatched on September 19, Through Bills of Lading are granted to overland points connecting with the Chicago Milwaukee & St. Paul Railway Co. at Seattle and Tacoma. Consular invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Custom's jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund Tel. No. 4234 and 4235.

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TACOMA & SEATTLE CALLING AT VICTORIA B.C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Arabia Maru, Captain S. Nagata, will be despatched on September 19, Through Bills of Lading are granted to overland points connecting with the Chicago Milwaukee & St. Paul Railway Co. at Seattle and Tacoma. Consular invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Custom's jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund Tel. No. 4234 and 4235.

C. N. C.  
CHINA NAVIGATION CO., LTD.YANGTSE RIVER & CHINA COAST PORTS.  
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Luen Yi, Nankin, Poyang, Tamsung, Tungting, Wuchang and Chungking.—Sailing from the French Bund at midnight. These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc. but have no accommodation for foreign passengers. Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIEN-TSIN (and Peking via Tientsin).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund. Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOI, SWATOW, HONGKONG, and CANTON S.S.—Suiyang, Sunning, Sinkiang, Yingchow, Sungkiang and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with services to Philippines and Australia ports will be advised upon application. Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4.30 p.m. The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc. see "THE TAIKOO SHIPPING GAZETTE" obtainable from the Under-Signed, or from The International Sleeping Car and Express Train Co. (Astor House), or from Messrs. Thomas Cook & Son, Ltd., Asiatic Bunk Buildings, 15 The Bund.

BUTTERFIELD & SWIRE, Agents 11-13 French Bund. Freight: Telephone No. 77. Passage: Telephone No. 401.

## PACIFIC MAIL S.S. CO.

"SUNSHINE BELT"  
Trans-Pacific Service

By the New, 14,000 Ton, Oil Burning Steamers

"ECUADOR" "VENEZUELA" "COLOMBIA"

AMERICAN REGISTRY

SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu	For Hongkong via Manila
S.S. ECUADOR ..... Aug. 17	S.S. ECUADOR ..... July 27
S.S. COLOMBIA ..... Sept. 14	S.S. COLOMBIA ..... Aug. 24

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No upper berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

## East India Service

By the Modern Oil Burning Steamers

"COLUSA" ..... 16,000 tons "SANTA CRUZ" ..... 15,000 tons

AMERICAN REGISTRY

SAILINGS FROM MANILA (Subject to Change)

For Colombo via Singapore and Ceylon	For San Francisco via Cebu and Honolulu
S.S. SANTA CRUZ ..... AUG. 10	S.S. COLUSA ..... AUG. 7
S.S. COLUSA ..... Oct. 10	S.S. SANTA CRUZ ..... Sept. 25

Safety and comfort of passengers our first consideration. For information re freight or passage apply to

PACIFIC MAIL STEAMSHIP COMPANY

1-B Nanking Road, Palace Hotel Building.

Telephone (Overland) 5054 Cable Address "Solano"

O. S. K.  
OSAKA SHOSEN KAISHA

(Osaka Mercantile S. S. Co.)  
Under Mail Contract with the Imperial Japanese Government  
SAILINGS FROM SHANGHAI  
(Subject to Alteration)

EUROPEAN LINE  
For Genoa  
AMERICAN LINE  
Via the route sailing to Nagasaki, Kobe, Yokohama, etc.

For Tacoma  
"MANILA MARU" (12,000 tons) Capt. N. Kobayashi, July 30, July 31  
"AFRICA MARU" (12,000 tons) Capt. H. Yamamoto, Sept. 7, Sept. 8  
"ARABIA MARU" (12,000 tons) Capt. S. Nagata, Sept. 18, Sept. 19

For Hongkong  
"CANADA MARU" (12,000 tons) Capt. Y. Yamamoto, Sept. 5, Sept. 6  
"ARABIA MARU" (12,000 tons) Capt. S. Nagata, Aug. 16, Aug. 18  
"MEXICO MARU" (12,000 tons) Capt. K. Komiya, Aug. 27, Aug. 28

For Tientsin  
"TAITO MARU" (1,500 tons) Capt. M. Takagi, July 26, July 29  
For Tientsin and Dairen  
"KOHOKU MARU" (2,610 tons) Capt. S. Ohba, Aug. 1, Aug. 3

For Fochow, Keelung (Formosa) and Takao  
"KEELUNG MARU" (1,569 tons) Capt. S. Imai, July 26, July 29  
The Company also runs numerous steamers from Japan to South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan.

For freight, passage and further information, please apply to:—  
H. SHIMAMURA, OSAKA SHOSEN KAISHA  
Manager, Union Building, 4 The Bund  
Tel. Address: SHOSHEN, SHANGHAI, I. Tels. 4224, 4237

JAMES MAGILL & Co.  
Cargo delivered at any Address in Shanghai.  
Furniture and Curries Packd for Shipment by Expert Packers  
SHIPPING AND FORWARDING AGENTS.  
Telephone 1848 63, Szechuen Road

CANADIAN PACIFIC  
OCEAN SERVICES  
LIMITED



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# Business and Official Notices



**Books On China**  
Magazines, Novels and  
Law Books, etc.  
**CHEAP SALE**  
For One Week Only  
in 111 Szechuen Road

**Hongkong and Shanghai Banking Corporation**

## SHANGHAI BRANCH

Notice is hereby given that the Register of Shares of the Corporation, at this Branch, will be closed from the 29th July to the 10th August, both days inclusive, during which period no transfer of shares can be effected.

By order of the Court of Directors,  
**A. STEPHEN,**  
Manager.  
Shanghai, 24th July, 1918.

## MUNICIPAL NOTIFICATION

No. 2530.

### MOTOR AMBULANCE.

A MOTOR ambulance is available for the transport of cases to the Foreign Hospitals at a charge of \$2, including service of trained Chinese attendant. Where a nurse is required an additional charge of \$2 is made. This ambulance, which is not available for the transport of infectious cases, may be called up on Telephone Central 366 or 150 at any hour of the day or night.

For the transport of infectious cases to the Isolation Hospitals, ambulances are provided free of charge on application to the Matron (Foreign Isolation Hospital, Telephone North 3038; Chinese, Telephone North 3041).

By order,  
**N. O. LIDDELL,**  
Acting Secretary.

Council Room,  
Shanghai, July 18, 1918.

**BUTTER!**  
**BUTTER!!**  
**BUTTER!!!**

Fresh Butter in one-lb. pats.

**"DAISY" BRAND**  
and

**"MEADOW" BRAND**

may be obtained from all leading Storekeepers in Shanghai and the principal Outports. Shipped to Outports packed in pure machine made ice.

Finest Butter in 2 lb. (nom) tins  
Finest Australian

**"BULLFINCH" BRAND**

and

**"RED FEATHER" BRAND**

Imported by

**GEDDES & CO., LTD.**

Tel. 448. 5 Peking Road.

Business and Official Notices  
are Continued on  
Page 17

## The Tientsin-Pukow Railway Administration

Notification No. 281.

### INVITATION OF TENDERS (090/6).

Tenders which will be opened at 3 p.m. on the 24th day of September, 1918, are hereby invited for the supply of 258 pieces of Locomotive tyres. Tender forms attached with drawings and full particulars may be obtained on payment of a sum of \$5.00 per set.

(Sd.) **S. C. SHU,**  
Managing Director.

Tientsin, 25th July, 1918.

## Shantung District POSTAL NOTIFICATION.

Reinforced concrete work connected with the building of the new Post Office at Tsinan.

### ALTERATION OF DATE.

The date for submitting tenders for the above work which had originally been fixed for the 28th July, is hereby extended to the 15th August.

**E. TOLLEFSEN,**  
Postal Commissioner  
for Shantung.

Chinese Post Office,  
Tsinan, 26th July, 1918.

## CHINESE POST OFFICE

Notification No. 356.

**Mr. Chieri**

assumes temporary charge of  
Shanghai Postal District.

From the 28th instant, and during my absence, Mr. V. Chieri, Deputy Postal Commissioner, will be in charge of the Shanghai Postal District.

**W. W. RITCHIE,**  
Postal Commissioner.

Chinese Post Office,  
Shanghai, 27th July, 1918.

## NOTICE

We have been established in the wholesale bean and paint oil business for many years at Nantao, Shanghai, and, since last year, we have undertaken contract business with the foreign merchants.

We hereby declare, in both Chinese and foreign newspapers, the discontinuation of contract business heretofore, with foreign merchants, for the reason that it has no profit for us.

In future, if any person or persons, in our name, contracts such business privately with the foreign merchant or uses false seals for the acceptance of payments, including bills, the undersigned will take no responsibilities for any case.

**THE PAO CHEN, YUE KEE.**

寶慎雨記

Shanghai, July 28, 1918.

## LOST

LOST: Deliver order issued by the N.Y.K. calling for 38 boxes Pipe of Pipe fittings, ex s.s. Suwa Maru, marked Amos Bird Co., Shanghai, China, having been lost, is hereby declared null and void.

**AMOS BIRD CO.**

18836

## BILL SMITH

### POETRY

There may be  
two ways about it.

I think as  
here I sit (and  
of poetry), but I  
won't take them.

(Addendum to  
poem: Elephant  
Head Peppermint  
is fit for a King:  
I like it better  
than any other  
thing. (Just like  
that).)

ASK BILL!



## Yut Sae Chang & Co.

Wholesale Hardware Merchants,  
Building Contractors—  
Engineers' Supplies.  
A1284 BROADWAY, SHANGHAI.

Alcohol Fans, Spring Hinges and  
Green Wire Cloth. 17997

## Baron Y. Fujimura

p.p.c

## The Shanghai Land Investment Company, Limited

SHAREHOLDERS are notified that a Dividend of Five percent (5%) for the half year ending 30th June, 1918, has been declared and Dividend Warrants will be issued on TOMORROW, the 29th day of July, 1918.

The Transfer Books of the Company will be closed from the 19th to the 29th day of July, both days inclusive.

By Order of the Directors,  
**GIBB, LIVINGSTON & Co.,**  
Agents.

Shanghai, 12th July, 1918.

## The Hing Wah Paste Mfg. Company, Limited

Problem of high cost of living solved.

Our Macaroni, Paste Star, Vermicelli in coil and all soup stuffs, etc., are made from the choicest ingredients with the latest foreign-made machinery under the most hygienic conditions.

People living in China should consume the products of local industries, especially food stuffs.

We guarantee our goods are cheaper and fresher than imported goods.

Our goods have been examined and certified by the Hongkong Government Chemist.

Samples on application.

71 North Soochow Road.

Telephone Central 3385.

## W. Z. ZEE & SONS

(ZUNG LEE & SONS, ESTABLISHED 1895)  
A1270 BROADWAY & 611 TIENTSIN ROAD, SHANGHAI.

Stocks of

**Metals, Hardware and Sundries.**

Contractors to

GOVERNMENTS, MUNICIPALITIES, RAILWAYS, TRAMWAYS, ETC.



## FILING CABINETS

In Steel and Polished Oak  
**AND SUPPLIES**

**THE OFFICE APPLIANCE CO.**

4 Canton Rd., Shanghai

Tel. 4778



## Battery

is well and favorably  
known wherever automobiles  
are used.

Service Station And Sole Agents for China

**The Shanghai Horse Bazaar & Motor Co., Ltd.**

## MASON & CO. CONFECTIONERS

No. 90 BUBBLING WELL ROAD, (OPPOSITE RACE COURSE)  
**Fancy Cakes and Candies of French Style in All Descriptions**

Telephone Central 3829

We Have Just Received a Shipment of  
**AMERICAN EUREKA COOL-CLOTH**  
in Wool and Linen Bodies.

This is the ideal cloth for your Summer suits. All patterns and colors in stock. The first to reach Shanghai. You will like it.

See Our Samples and Order Now!  
**HENRY THE TAILOR**

14 J Seward Road

### HOUSES WANTED

WANTED, 5-6 roomed house or flat, furnished or unfurnished, from the 1st of September. Locality: Central. Apply to Box 171, THE CHINA PRESS.

18837 A.2.

WANTED to rent for 6 months or longer detached residence of 5-6 rooms, furnished or unfurnished, all convenience, garage desirable. Willing to purchase furniture from former tenant. Apply to Box 147, THE CHINA PRESS.

18801 J.31.

### FINANCIAL

WANTED to borrow \$10,000, security may be arranged in a Aerated water factory. Apply to Box 172, THE CHINA PRESS.

18845 J.28.

### LOST

STOLEN or STRAYED. Rough haired Irish Terrier (Bitch). Reward if necessary. No. 5 Route Henri Riviere (Tel. W. 28).

18836 J.28.

### MISCELLANEOUS

WESTERN DISTRICT, to let, good stable for riding pony. Terms \$5.00 monthly. Apply to Box 170, THE CHINA PRESS.

18831 J.28.

Amusement Advertising  
will be found on  
Page 17

## Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must  
be Prepaid

Replies must be  
called for

### APARTMENTS

#### WINDSOR HOUSE

14-18 Quinsan Gardens

Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table.

Telephone North 483.

#### No. 8 Quinsan Gardens

To let first floor furnished room with bathroom attached, suitable for married couple or two bachelors. Also one attic room. Terms moderate. Apply Mrs. G. Pollock.

#### Oriental House

31 Boone Road

Two front large rooms, and one back, with bath attached also a small room, facing garden, hot water, moderate prices. Table under the personal supervision of the American proprietress.

Telephone North 1102.

WESTERN DISTRICT: To let with board, room suitable for married couple or bachelor, private bathroom and balcony also smaller rooms. Tennis, telephone and stabling. Apply to Box 169, THE CHINA PRESS.

18831 J.28.

TO LET, small well-furnished rooms, with board. Good table kept. Suit bachelors. Apply 6 Quinsan Gardens.

18828 J.31.

TO LET, furnished rooms, with or without board. Apply to Box 162, THE CHINA PRESS.

18824 J.28.

TO LET: Two rooms, unfurnished, with bathroom and use of kitchen if desired. Apply to Box 138, THE CHINA PRESS.

18783.

WANTED bachelor in comfortable sociable home, where few Americans reside. Good tennis court, excellent table, nice cool room, facing south, \$50 all inclusive, near Race Course. Apply to Box 161, THE CHINA PRESS.

18822 J.30.

### EDUCATIONAL

CHINESE GENTLEMAN desires lessons in Gregg shorthand. Apply to Box 165, THE CHINA PRESS.

18825 J.30.

FRENCH LESSONS: By French lady, new and easy method. Also translations, 17 Nanking Road, top floor.

18802

### SITUATION VACANT

GOVERNESS: An American family with two children in South China desire a qualified Governess as a companion and teacher to the children whose ages are 7 and 5. Must be qualified to instruct in music, dancing, drawing and elementary subjects. Social opportunities excellent. Reply care of THE CHINA PRESS Box 159, with references stating qualifications, age and salary expected.

18819 A.3.

COMPRADORE WANTED: By an American Importing and Exporting firm. Must be well recommended and have Tls. 4,000 cash and guarantee. Splendid opportunity for good man. When replying please give experience, age, where born, where last employed and present address. Correspondence confidential. Reply to Box 163, THE CHINA PRESS.

18832 A.3.

WANTED: Male typist and stenographer. Perfect knowledge of French is essential. Reply to Box 158, THE CHINA PRESS.

18817 J.28.

WANTED: From August 1st for local hotel, experienced bookkeeper, unmarried. Board and lodging free. Reply stating age, qualifications, references, etc., to Box 152, THE CHINA PRESS.

18808 J.31.

WANTED: Experienced lady steno-typist for American firm. References required. Apply to Box 139, THE CHINA PRESS.

18788.

### SITUATIONS WANTED

ENERGETIC young Chinese desires position. Knowledge of type-writing and general office routine. Moderate salary. Apply to Box 164, THE CHINA PRESS.

18825 J.30.

COMPETENT steno-typist (British) wants temporary position during August. Reply to Box 145, THE CHINA PRESS.

18787

HONEST young man (ally) age 25, desires position in any prosperous firm as Manager of Telegram Department or as Sales Manager. Had eight year's experience in General Office routine, especially in Code Work, Correspondence, Salesmanship, Type-writing, etc. Speaks fluently the Chinese language (Shanghai dialect), at present employed at a large British concern and will be free on 1st September. Outports no objection. Please apply to Box 156, THE CHINA PRESS.

18812 A.1.

### HOUSES TO LET

TO LET: In the Western district, for two or three months, a well-furnished house of seven rooms and three bathrooms, small garden and tennis court. Rental at cost. No charge for furnishings. Apply to Box 166, THE CHINA PRESS.

18826 J.30.

TO LET, 9 Tsongchow Road, adjoining Burlington Hotel, 6 roomed residence. Rent, Tals 60. Apply premises for inspection. J. T. Hammond, 38 Nanking Road.

18815

TO LET: No. 6 Wayside Road corner residence of five good rooms near Wayside tram. Rent Tls. 60. Apply premises for inspection; further particulars Hammond, No. 38 Nanking Road.

18874

### Exchange and Mart

WANTED reinforced concrete pipes (1/2' dtr.) for drainage of stagnant water in Aerated water factory. Apply to Box 173, THE CHINA PRESS.

18845 J.28.

TO BE sold at Moore & Co.'s Auction Room on Monday at noon, the well-known police dog "Tramp." Fine chance for any one wanting a good watch dog.

18829 J.28.

TWO tickets to Pootoo trip, second to fifth August. Stateroom, Berths six and seven. Cost \$50 will sell for \$40 or nearest offer received up to Thursday 1st. Apply to Box 168, THE CHINA PRESS.

18830 A.1.

FOR SALE: Nearly 3 mow land frontage to new Municipal Road, about 100 yards from Baikal Road, close to the ground of the Shanghai Water Works. Apply to Box 160, THE CHINA PRESS.

18821 J.30.

I. S. S. Bond No. 3441 commenced in August, 1917, paid up to date 12 instalments \$144.00. Willing to sell at \$75. Apply to Box 153, THE CHINA PRESS.

18809 J.28.

FOR SALE: Wolframite ore. Good quality sufficient supply. Apply to Box 146, THE CHINA PRESS.

18800 J.31.

WANTED to purchase: Stamps of the China Local Post Office at ports during 1895-7 such as Amoy, Foochow, Ichang, Kukiang, Hankow, Nanking, Chefoo, Weihaiwei, etc., used or unused. For prompt cash. Send offers and details, to Box 111, THE CHINA PRESS.

729

WE are selling out 450 pairs of ladies', men's and misses' boots and shoes. Prices far below cost. Give us a call and assure yourself. Wholesale or retail. Fredk Large & Co., 35 Canton Road.

18795 J.30.

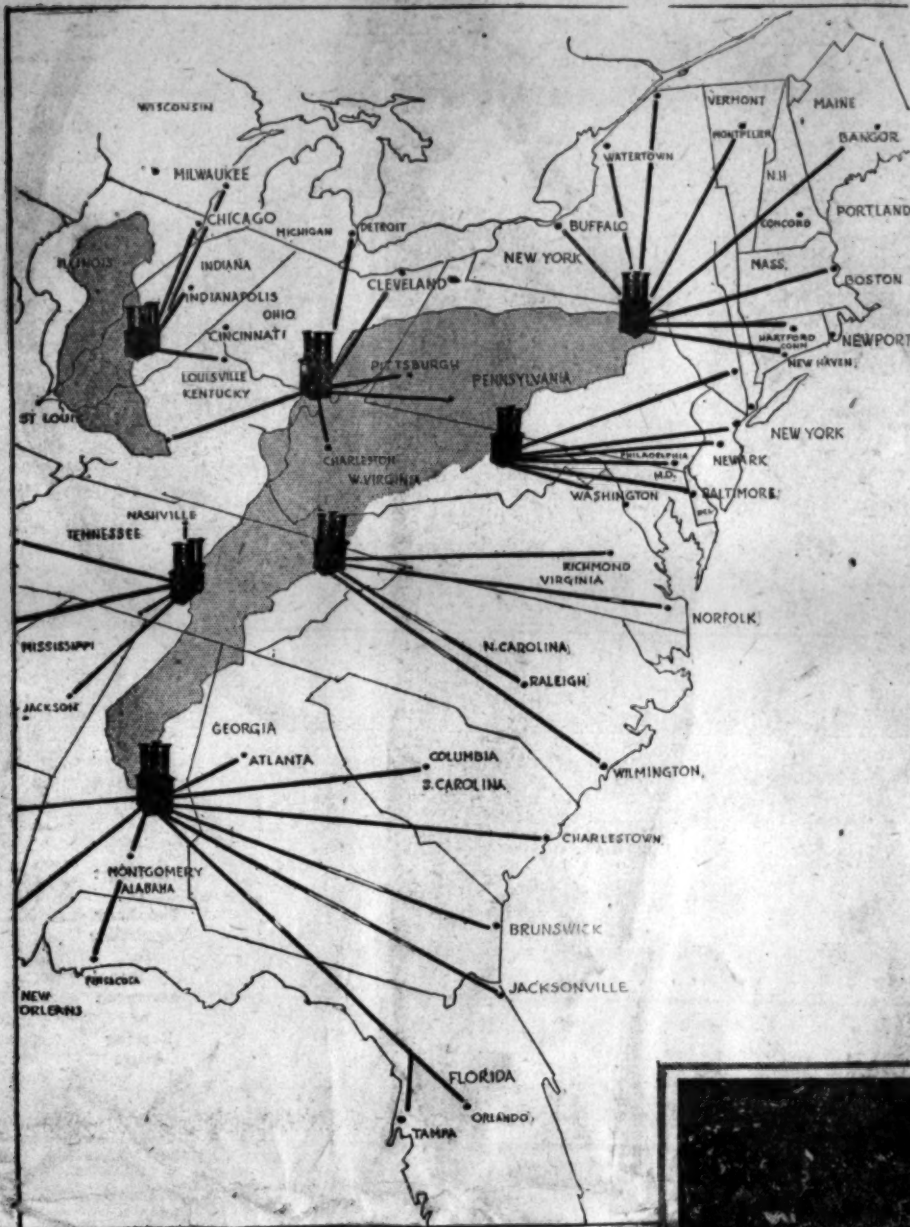
SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.

18632



# Magazine and Automobile Section of The China Press, Sunday, July 28, 1918

## Our Heat and Power Direct From The Coal Mines?



Pictorial Map from U. S. Survey Showing How All Important Eastern Cities and Factory Towns Could Be Supplied by Electricity Generated by Great Power Plants Built in the Coal Fields and Thus Save Hauling the Coal.

By Rene Bache.

**H**OW about the idea of "electrifying" New York, Chicago, and other American cities by transmitting power over wires to those centers of population direct from the mouths of our coal mines? Why carry coal by rail? Why not burn it at the mouth of the mine, and convert its energy into electricity, for "shipment" by wire? Why waste vast sums of money in transporting hundreds of millions of tons of coal annually as freight when the energy it represents might just as well be forwarded in the shape of an invisible "juice," requiring no cars?

Cars are mighty precious these days. Trackage sorely needed for other purposes is blocked with coal trains. Half the total tonnage carried by our railroads is coal. If even part of the coal transportation were cut out, there would be just that much more tonnage available for other uses.

Is the idea practicable? Well, Uncle Sam thinks so. In fact, he is even now taking steps to carry it out.

To start with, Fuel Administrator Garfield has authorized the immediate making of surveys, to determine the practicability of establishing great generating stations at suitable points in coal-producing districts, and transmitting electric energy to industrial centers.

If (as is confidently expected), the plan proves feasible, the big seaboard cities will be electrified first. New York—the greatest power-utilization center in the world—is, of course, most important.

All of eastern Pennsylvania might easily be electrified from the anthracite mines of that State; and wires from the same source could economically run all the factory machinery in Greater New York, propel the surface, elevated, and subway trains, illuminate the metropolis, and lift the elevators in the skyscrapers.

The whole project is to be financed by the Federal Government. It will, in a word, link up the coal mines with the cities, furnishing the latter with energy utilisable for every purpose—heating and cooking quite possibly included.

Experimental? Well, hardly that.

The practicability of the idea has been fairly well proved.

Take, for example, an outfit that was established not very long ago at Windsor Locks, on the Ohio River. It is located at the mouth of a coal mine, and is one of the most modern steam plants in the United States.

The wires of this plant extend over hundreds of square miles in West Virginia, and as far as Pittsburgh, Pa. It develops power that is actually cheaper than water-power, being sold for one-third of a cent per kilowatt-hour!

So much for that. Now, how about the distance over which electricity may be economically carried?

A commercially successful concern located at Rush Creek, Cal., on the eastern slope of the Sierras, transmits electricity all the way to Yuma, Ariz., a distance of 548 miles. The "juice" is used all along the line for lighting, small power, irrigation, etc.

That is water power. But a steam plant located at the mouth of a coal mine can send electricity quite as far. It can transmit electricity at a profit at least half as far.

The longer the distance, the bigger the wire required to carry the current. If the distance be 300 miles, the line will cost more than the power plant.

Cost of long-distance transmission has hitherto held back the development of such electrical enterprises. But the difficulty has been largely removed. Efficiency of transmission has been steadily and rapidly increased, and the cost proportionately reduced.

An instrument very importantly working to this end is the steam turbine. It has more than helped to make steam-produced electricity rival water-power electricity. How much the former has been cheapened may be judged from the fact that a steam "central station," for producing electricity from coal, has recently been established close by Niagara Falls, and in competition with the cataract.

One big concern—mainly from a great power plant in Chicago—supplies nearly the whole State of Illinois with electricity. The Pennsylvania system and other railroads have electrified their lines from cen-

tral stations. But such power stations, where coal is collected in vast quantities and burned for the making and distribution of electricity, obviously represent a step in the direction of the mine-mouth—the original source of energy.

The railroads, while transporting and distributing coal for all sorts of purposes, themselves consume an immense deal of it. A very large part of the fuel they carry is burned in their own locomotives. Why carry this coal?

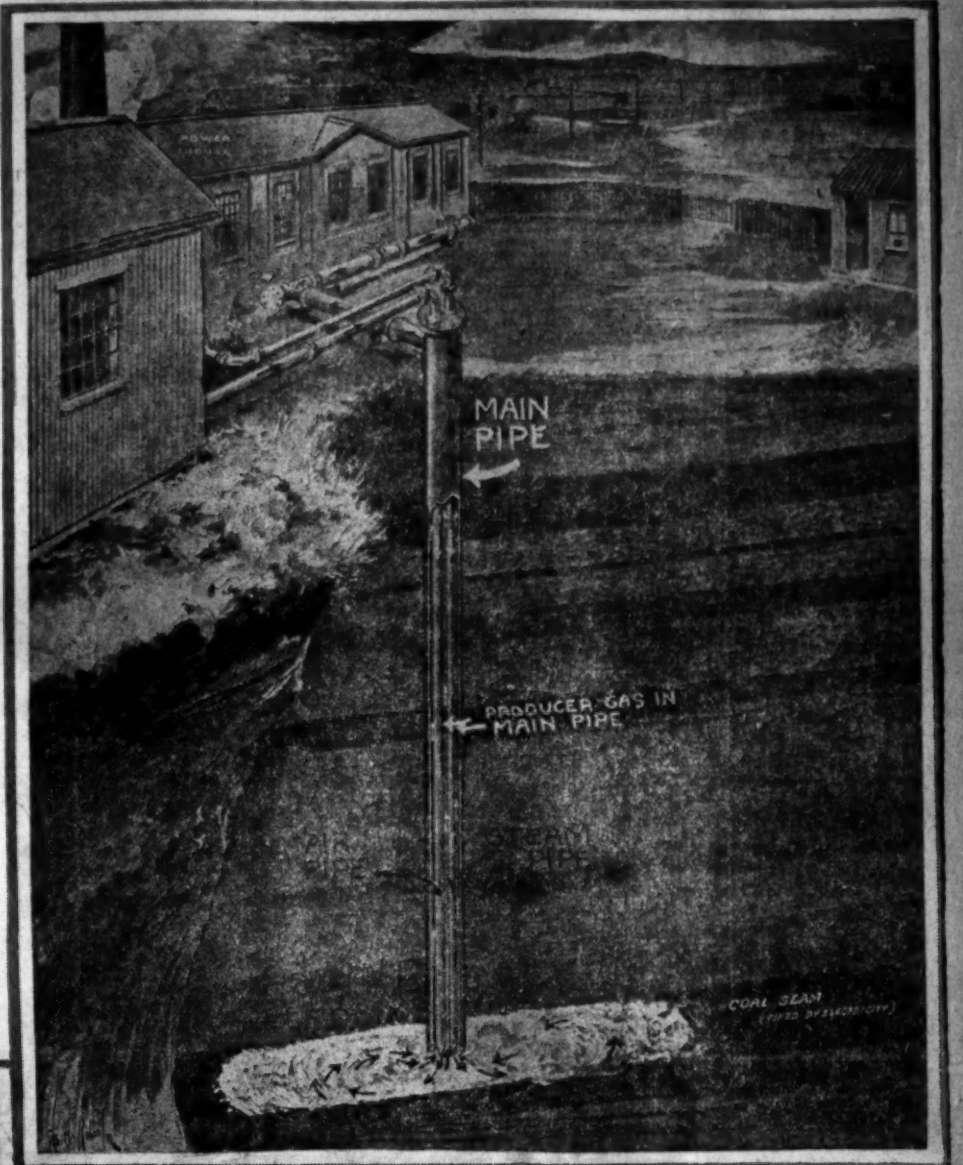
Why not run the trains by electricity obtained direct from the coal mines? Experts declare that there is no serious difficulty involved. They say there is no reason why the transcontinental railroads should not be operated all the way from the Atlantic to the Pacific coast by electricity supplied from suitably located power stations.

Suppose the stations to be 300 miles apart. That would require a transmission of only 150 miles east and west from each station. No trouble at all.

Coal is produced in thirty States of the Union. There is no lack of mines utilisable for the purpose. But, where transcontinental roads are concerned, the burden of transportation borne by the coal deposits in the East and Middle West would be taken up by waterpower in the Rocky Mountain region and thence westward.

In either case the same idea would

**United States Government Survey to Find Out If We Can Build Giant Power Plants in the Coal Fields, Transmit the Electricity by Wire, and Save the Railroads from Hauling Coal—and Perhaps Get Along Without Miners**



### To Avoid Mining Coal

Sir William Ramsay's Suggestion for Burning Coal in Its Place in the Depths of the Earth to Produce Gas Conveyed by Pipe to Engines in a Power House on the Surface. A Simple Diagram Illustrating Sir William Ramsay's Startling Suggestion That It May Become Unnecessary to Dig for Coal.

mountain containing about 2,000,000 tons, in Luzerne County, Pa., a big power plant was set up a while ago, with huge turbo-generators and boilers, for the production of electricity. The dust is taken from the pile and carried by electrically-driven conveyors to the top of a tower, where it is dried, weighed and loaded automatically into other conveyors which transport it to the boiler room. This outfit does a wholesale and retail electric power and lighting business over a radius of thirty miles, serving 40,000 people.

Here is a beginning already. It offers merely a suggestion of what may be accomplished when the business is taken in hand on a great scale.

Leaving waste aside, the poorer the coal, the higher is the cost of transporting it relatively to its value as fuel. This is a self-evident proposition. But the inference to be drawn is that, for the production of long-distance current, it pays better to burn poor coal than good coal. The cost of transmitting electric power is the same whether it be derived from the finest anthracite or the meanest lignite, but the former may be profitably shipped a much greater distance than the latter.

Hence it is obvious that if it pays to burn anthracite at the mine-mouth for making electricity, a much greater relative saving will be accomplished by applying the same idea to the low-grade bituminous coals of the Middle West and the lignites of other regions. The problem is one of transportation, the copper wire competing with the iron rail.

It is a picturesque notion, that of picking up power out of the coal-mine and carrying it on wires over great distances. Put on the wires at a high voltage, it is "stepped down" before delivery to consumers.

Had it not been for the war there is no telling how long we might have had to wait for civilization to take this important step forward. But the war has given an impetus to many things, hurrying them along. Economic necessity is spurring the Government to quick action. As a result, our principal Atlantic seaport cities from Boston to Norfolk are likely to be supplied with electricity from the coal mines before the war comes to an end.

Whenever and wherever this wonderful improvement is accomplished it will doubtless bring about many changes which it would not now occur to us to think of. But one great change that it is plainly destined to effect is in making our cities smokeless. To municipalities that are obliged to depend upon "soft" coal this will be an enormous benefit. Even Pittsburgh will be clean.

Even more interesting are the experiments about to be undertaken in England to test out the suggestion of the famous scientist, Sir William Ramsay.

Professor Ramsay declares: "There is absolutely nothing to prevent a bore hole from being put down until the coal stratum is reached and concentric tubes being used to set the coal on fire (by electricity) and to blow air down to enable the coal to burn as a preliminary operation. When sufficient heat has been engendered the amount of air sent down might be restricted. Coal with plenty of air gives off carbon dioxide. When half burned it gives off what is called Dowson's gas, which is used for gas engines. If steam were blown in it would give a mixture of hydrogens and carbonic oxide, or water gas, which also is frequently used for gas engines."

"Bring your gas engines to the mouth of your pit or bore hole and produce your power there. You would thus have 30 per cent of the energy of the coal available, as against 15 per cent available in fuel engines. That energy might be transformed into electricity at the mouth of the bore hole, and you could distribute it through the country—wherever you liked. There is nothing new in this. Electricity has been carried 200 miles in California. I myself have seen it carried eight miles in Mysore in India. In this way you would get electricity available for lighting and heating (including domestic heating), your railways would be worked by electricity, and the only fuel you would require would be oil for ships."

This would save the whole operation of mining coal, save millions of dollars and free thousands of miners for other useful occupations.

Photograph of a Pennsylvania Coal Vein, One Mile Under Ground.





An Afternoon Gown of Dark Tulle, in the Mode of Severity That Is an Indication of War Thought and War Economy

An Effect of Simplicity Permissible for Either Afternoon or Evening Attire

## Three Week-End Dresses by Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes, each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

An Example of Elegant Simplicity, Built of Chiffon Over an Elaborate Slip of Lace and Chiffon

By Lady Duff-Gordon  
("LUCILE")

THIS is the time when week-end gowns are receiving their meed of attention. Because this is the week-end season.

Women who are remaining in town because war work keeps them, here or because they have concluded to be present instead of absent spouses, are providing themselves with gowns suitable for afternoon and evening wear in their friends' country homes. Simple gowns, yet suitable for occasion and wearer. This is the slogan of attire this war-weighted year. Simple but suitable.

Each of the gowns on this page conforms to the slogan. The dark afternoon gown possesses simplicity yet suitability, both to the person who wears it and the afternoon in a country estate. The light gown is also simple and suitable. The evening robe silhouetted in the middle of the page gives the impression of simplicity, though one has more than a suspicion that it is costly simplicity. It is suitable, too, for a dinner or dance or reception in the smartest of Long Island homes or at the social capital of this country, Newport.

Of black tulle is the first fashioned. Its lines recalled the exclamation of one of my loveliest patrons, who said: "Dear Lady Duff-Gordon, give me a gown that makes me feel and look as though I were wrapped in it." Her remark inspired the creation of this, straight as to lines, long as to sleeves, extraordinarily wide as to girdle, with narrow, moderately long train, and the quaint lace ruffles at neck and wrists.

Of lighter stuffs and effect is the gown that would serve for an afternoon en fête or for a dinner gown. Of georgette crepe, it falls low over the feet. A border of Oriental embroidery encircles the hem. The half-length drapery turned back at the knees in a wide fold. The bodice is cut very wide at the neck. The sleeves are long. The wide girdle is of silk.

Of chiffon over an elaborate slip of flesh-colored chiffon and lace is the evening robe. Like the favorite gowns of the Summer, it depends more for effect upon its lines and draperies than its trimmings. The drapery of the skirt is arranged as very long and flat panniers. The long, narrow train hangs from the waist line. A wide border of the self material gives it weight and substance. A wrap of the chiffon with a wide border of lace has long tassels at its points. The wide, little-trimmed hat, drooping to the shoulders on one side, crowns this elegant simplicity.



## CARRYING GOOD CHEER TO 'NO MAN'S LAND'

Y. M. C. A. Secretary Takes  
Chocolate To Troops Work-  
ing Far In Advance

### SEE LABOR ON THE FRONT

American Boys There Appreciate  
The Help Given To  
Them In France

Paris.—Out in "no man's land" seventy American soldiers were digging a new trench under cover of darkness, but the Boche was suspicious and shells were falling. The hillside was pitted with new holes as the explosions punctuated the blackness. The soldiers laboring away in the night were tired and hungry. Their Lieutenant, back in the main trench, descended some steps into a dugout concealed in the hillside, where he spoke to the occupant concerning the need of the trench diggers. Soon this man went trudging up that shell pitted hill carrying two buckets filled with steaming hot chocolate.

The searching shells, put over on suspicion to prevent just such strollers, burst around him, but the man with the chocolate reached the seventy trenchers and distributed his hot drinks, putting new heart and strength into the men. And they appreciated it as only weary men can, and more, because if there had been an enemy sortie at that time the hot drink man would have been found without a weapon to defend himself. For he was the Young Men's Christian Association hut secretary of that particular section of front line trench.

The Lieutenant who suggested that he take out the hot drinks told the story—just one of the incidents which have made the Red Triangle men welcome additions to the fringe of "no man's land." This secretary is a big hearted man who stuck to his post, to be of service to the soldiers. Asked by the correspondent if he wished to go to a less burdensome place for a few days, he hesitated before replying that he did not care to have another man sent who might not be as strong as he and who could not afford to burn his underwear every time he changed.

#### Huts Made Of Steel

This man held forth in a new type "Y" hut, a semi-circle of steel twelve feet in diameter, locked together at the edges to make an inverted trough six feet high and eighteen feet long. It is buried in the hillside, except for a narrow door at the bottom of some steps. It was crowded with American boys of the front line forces when the correspondent looked in. They were drinking chocolate, reading, writing letters to home or buying such small articles as the secretary had on sale.

The boys were eating big red apples too, the gift of the International Apple Growers' Association, distributed free through the Young Men's Christian Association. No one who has not been in the war zone can comprehend how those boys in olive drab appreciated those American apples, devoured greedily enough to the enemy's line to be tossed over to Fritz.

The dugout from which the secretary sallied forth carrying hot drinks to the delvers of no man's land was only one of several inspected on a tour of the front line trenches made by three investigators who went to see for themselves how the boys from home were shaping up after months under fire. The findings were inspiring.

Wearing steel helmets and gas masks, the investigators left a headquarters village in the morning, proceeding five miles in a Red Cross ambulance over a road kept in good repair by men who worked by starlight. Shells whined far overhead, although sometimes the range was shortened to make them explode in the section traversed by the trio. A brush-screened shed served as a garage for the ambulance at the beginning of the road which was considered unsafe for travel by vehicles in the daytime. The investigators proceeded on foot over a path torn by shells and through a forest where trees of man's improvisation cunningly filled gaps left by nature.

Further on the path entered a wide ditch, deep enough to conceal standing men. Where the soil was loose the sides were retained by brush woven between stakes. In wet places there were walks of wood, but these do not always keep one's feet above the trench mud, inextinguishable, insidious and able to manufacture itself at the least suggestion of moisture.

#### In The Advanced Trench

The supporting trench led into an advanced trench where soldiers were at their posts. The day was quiet, they said, and only at observation posts were sentries stationed. Groups of men were at close intervals, ready with machine-gun, rifle and bayonet. Piles of hand grenades and heavy boxes of ammunition guaranteed the Hun a hot reception.

Sitting upon the trench step was a polli, sketching. An artist? Certainly, all the French are such instinctively, for yonder were others drawing. A flapping tent cloth before the entrance of a dugout bore a landscape, others recalled an actress of the Paris Comedy or boldly caricatured the Kaiser and his pillaging Boches.

The trench led down hill, across a valley and into the ruins of a once thriving little city, now a mass of debris where no building had a roof or unbroken wall. But life was found in the Foyer du Soldat, the French Y. M. C. A. The room had four sides and its roof, once destroyed, had been replaced with a temporary covering heaped with stones to protect it from bursting shrapnel. It was a small, room ten by twelve feet.

There two polliu make chocolate,

provide writing material and sell at less than cost little things needed by the soldier. Through the trenches the polli comes day or night to this haven of warmth, refreshment, fellowmen and a lighted candle. He wears a hat of steel, carries a gun, while to his shoulders are strapped the gas mask and the beloved bidon. His canteen in the last thing he would part with. It is his wine cellar, perennial comfort to the polli, but when he can get no wine he fills it with chocolate at the foyer.

#### Chocolate For Six

Six polliu entered this foyer while it was being observed. Each had a cup of chocolate, four took writing material, all asked for tobacco, of which there was none, spoke some cheerful words and filed into the trenches again.

The trench left the ruins, crossed a narrow valley and went up a slope, where it entered a supporting trench where there were soldiers behind barbed wire entanglements. They were French, and midway in their line was a foyer hut located in a dugout. It was here that the American correspondent received a real thrill, for among the colors depending from the ceiling—the tri-color, the Union Jack, the Italian flag and others—gently waved the Stars and Stripes. It was a beautiful room because an undreamed of spirit dwelt there, because our flag was there.

From a point near this last foyer a communicating trench led to the front line, where lookouts guarded their posts every moment. Dugouts filled with men were convenient to the trench. When the sector was quiet the soldiers worked during the night strengthening and extending their positions, and in the day they slept or tried to invent some recreation. And here, right in the red mouth of danger, the investigators found the boys from the United States. They thought that no man's land was something of a bore, and were eager to make it undisputed French land. They waited because they must, but they were young to the game and confessed it.

#### Alert And Businesslike

Alert and businesslike, the American boys duplicated the scenes of the French trenches. They were ready for trouble. Their eyes were bright and clear, their skin fresh and they were in form. Each wore a khaki-colored steel hat of peculiar shape, held on by a strap under the chin. Each man in olive drab uniform had a dagger and a pistol fastened to his waist. There appeared to be an unusual attraction at one dugout entrance down a narrow flight of stairs cut in the earth. More soldiers were crowding down into it. A closer inspection revealed the cause—on the entrance was the sign of the Red Triangle. It was the first Y. M. C. A. hut inspected in the front line.

There were twenty or twenty-five men in the room, a 15 by 30 feet room underground, the ceiling of steel supported here and there. Over all was the slope of a great hill. The room had a tiny, tortuous window, while candles furnished the light. In the corner was a stone stove, on which steamed a large caldron of chocolate, from which two men filled the cups and canteens of the soldiers. There were tables, at which other boys were writing letters, letters that were to go out on a long journey. Some were reading papers a month old, but in a language and with a message wonderfully dear.

#### Writing To Folks At Home

Two husky youngsters, pistoled and daggered ready for action, were engaged in the warlike game of checkers. Finally one of these grim-visaged warriors tipped the checker board and exclaimed, "Oh, shucks, Jim; let's write to the folks at home." Which they proceeded to do to the accompaniment of a continuous, deep toned bellow of heavy artillery in the rear and the rattling of the machine-guns aimed at a Boche avion, which had offered itself as a target. For in the constant presence of sudden death, the suggestion and recollection of home pervaded the huts of the Y. M. C. A.

The Secretary of that hut was a lawyer before he came over, leaving a wife and children while he offered his service. He was a collegian, thirty-five years old, clean and fine. At home he lived in comfort. In France he slept on a pallet in a dungeon, cleansed an earthen floor, and waited on soldiers. His sleep was not always unbroken, for huge, vagrant rats claimed a refuge and a living with him. They often foraged at night, caring neither for the comfort or quiet of the hut. He had no complaint, but one was curious to know how long a man could stand up under eighteen hours of work a day in such surroundings.

The American boy had good company with this Secretary for a friend. Possibly when the war is over and the lad has time to think about it he will want to write his investigation to the man who preferred serving soldiers more than he hated rats, shell and hard work in a cave. As it was, the boys when asked what they thought of the Y. M. C. A. here answered: "This would be a hell of a place without it. With it we have a touch of home, sweet home."

#### In An Underground Room

Beyond this hut was encountered the steel one presided over by the Secretary who took the hot chocolate out into no man's land under fire. Further on, in the debris of another town, in an underground room, the Red Triangle was found in charge of a highly educated man who declared that for the first time in his life he was doing work which met a real need and taxed all his strength continually. From there the investigators went through sections the duplicates of those described, coming out finally in a forest where French and Americans were digging trenches and repairing roads.

"The sky is clear and a German 'sausage' rises to make an observation," concluded the investigator's notes. "French cannon, break into and shells whine overhead. Expanding puffs of creamy white smoke that draw nearer and nearer to the balloon cause Fritz to descend. We move on. We have seen enough for one day, have seen our own boys and they are at the front."

## U. S. AVIATION WORK ABROAD GOES FAST

Preparations On Grand Scale  
Are Hailed As Glorious  
Achievement

### MANY FLYERS EXPERT

Ground Facilities Ready For  
Host Of Planes And Engines  
Promised Soon

(London Times Correspondence)

Somewhere in France, June 12.—Order has come out of one formerly chaotic branch of the American program, the aviation preparations. The shortage of training machines is disappearing and the ground-work is being perfected for American air work on a grand scale in the near future. There are large production departments, which are really assembling and testing shops; flying schools of huge proportions, repair shops and supply centers, all on the same big scale.

Already there are men on hand, plenty of them, to fill all these as soon as engines, parts and necessary materials begin to arrive in volume, as they will very soon. It will not take long for the original air program to materialize.

#### Expert Flying By Americans

An inspection of several of these new flying schools showed that the expert flying there is quite up to the standard of the best British and French work. Several of the American boys were indulging in banking, spirals and low work, which consisted of skimming the fields at ninety miles an hour, jumping fences, hedges, trees and houses with the utmost perfection of control. These American boys seem likely to rank among the best flyers in combat work on the front. On a recent Sunday morning there were sixty machines in the air at one time.

At another place, some distance away the work in progress and the working plans were equally impressive. One extensive so-called production department in this important center, which is typical of several now in course of construction, covers a tract six miles long and a mile and a half wide. There the construction, assembling, testing and repair of American airplanes soon will be going ahead full tilt on a scale never before known.

Great stretches of woodland are being cleared, many lines of railway track are being laid, great workshops, storehouses and camps are being built, wells are being sunk, drainage systems installed in the camps, farms are being seeded, including thirty acres of potatoes, and a big poultry farm has been started. The new camp band was rehearsing its first performance in the official parade to take place the next morning.

#### 2,000 Chinese Laborers Used

The wiry little man in charge of this important branch of the air service treats the many thousands of men under him as if they were all members of his immediate family. His 2,000 Chinese laborers, only a small part of his total force, have a fine Chinese garden in their quarters, with rustic bridges, quaint summer houses and flower beds of rare design and beauty.

At one point there are enormous houses for assembling and repairing locomotives, a great modern factory building now nearing completion, built for the Americans by a Spanish firm under French supervision; a huge oil and gasoline supply station, a 10,000-bed hospital and a number of other highly important branches of the central organization, which constitutes one of the real backbone sections of service and supply.

At another point there are great railway yards, where one can see rows upon rows of steel structure war-houses which are being built to hold supplies for an army of 1,000,000 men, with thirty immense refrigerating plants, a gas plant, oil storage and countless other features, all on the same prodigious scale.

If, as many believe, it is going to be necessary for the Americans to put an army of 2,000,000 men in the field to enable the Allies to achieve a definite and conclusive military victory, then the quick development of the full American program is a matter of the highest importance to the whole Allied cause. From every point of view, the results of the first year's work may be set down as a glorious achievement, of which the Americans have every reason to be proud.

#### Monument Of Our Zeal

The record is a monument to their zeal and wonderful ability: it is a record which promises all greater things in the near future; it spells the beginning of the end and points clearly to an overwhelming victory for the Allies.

The more people in France, England and the United States know of this American work in France the better. If the enemy, falling in his effort to deliver a knockout blow by flinging against the Allies' lines the full force of his eastern armies released by the collapse of Russia, next turns his efforts to a concentrated peace offensive, as doubtless he will, then surely a clear knowledge of the nature and extent of the American achievement and the American plans, most of all the underlying American determination to go the whole distance and not stop until the right kind of peace is obtained, will steel the hearts of the war weary waverers, ones and silence the traitors and pacifists among us.

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# MENNEN'S

## THE ORIGINAL BORATED TALCUM POWDER

If some magic alchemy might condense the poetry of motion into the essence of flowers, you would catch a fleeting glimpse of the fascination of Mennen's Toilet Preparations.

Vivid as flame in its individuality, each particular Mennen variety carries its own particular charm into the atmosphere about you, conveying the fragrant message of your presence wherever you go.

Mennen's Flesh Tint Talcum wraps you round with an all-enveloping atmosphere of colorful meaning, adding the piquant witchery of elusiveness to its captivating loveliness.

Mennen's Borated Talcum, Violet, Sen Yang, Shaving Cream, Talcum for Men, Cold Cream and Dentifrice—each makes its own individual appeal to the senses.

You can obtain Mennen's from all dealers and department stores. Do not be misled by brands "just as good as Mennen's," but insist on the original borated talcum of America, with the formula which has never been bettered. Ask your dealer for free samples, or write or phone to us and we will supply you with them.

## ARKELL & DOUGLAS, Inc.

Distributors

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Apply Vanishing Cream  
gently, *without massaging*. Put on plenty and  
allow the skin to take it  
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You will be surprised at the result. Tight, dry skin becomes softened and smoothed. Rough skin is banished. Coarsened skin takes on a transparency and delicacy, which shows that a skin which has suffered from exposure to sun, wind and dust can be *completely made over* by

## POND'S EXTRACT COMPANY'S VANISHING CREAM

To put your skin into condition to make it possible to wear a dinner gown with pride, use Vanishing Cream to-night.

Notice its ready absorption, its delightful perfume of Jacque roses, and particularly the effect of just one application.

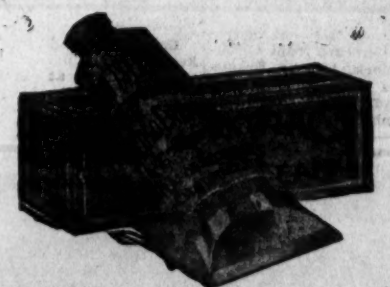
#### Pond's Extract For Burns, Bruises, Cuts

Pond's Extract has been used for sixty years for everyday injuries. Most of us can remember many occasions when having it available has saved hours of suffering. Get a bottle today. You will be surprised how frequently you will use it.

#### Try These Products At Our Expense

On request your druggist will gladly give you samples of both Pond's Extract and Vanishing Cream.

Vanishing Cream gives your  
skin an exquisite finish



Sold Everywhere





# AUTOMOBILES



SHANGHAI, SUNDAY, JULY 28, 1918

## MANY CADILLACS FINISH IN INDIVIDUAL COLORS

Company Adopts Selection Of Colors And Shades Whereby Owner May Make Car Distinctive As He Likes

"The desire of many people for an individualized standard motor car is shown by the fact that our own business in special color jobs this year shows an increase of one hundred percent over last year," says E. C. Howard, sales manager of the Cadillac Motor Car Company.

"We produce the Cadillac in quantity. None of our buyers care for alteration in the dependable Cadillac chassis; but the cars are sold in such numbers that many people like to have a note of individuality in their motor vehicles. This is but natural when it is known that in most cities the Cadillac rarely falls below fifth or sixth place in the number of cars registered."

"In order to give buyers a choice we have picked a considerable number of special colors from the list offered this year by paint manufacturers."

"Because of the war, reliable pigments are hard to get. We have selected from the list only those which we know can best be depended upon to wear well and hold their color. Buyers thus profit by the knowledge of Cadillac paint experts in getting a finish which will wear."

"This year the most popular special color has been Belgian blue, known in Europe as Rolle-Royce blue. Coaching vermillion, which in the old days was extensively used on the running gears of fine carriages, is in great demand for the wheels and chassis of Cadillac cars. Even vermilion side splash pans, gasoline tank and springs are popular in the east. Belgian blue, which was developed by Barker in London, is the only new color that has come on the American market in several years. The color has been in particular demand among buyers of the four and two passenger Cadillacs."

"With wire or wood wheels to choose from, wood wheels in natural finish, various chassis and body combinations in paint, numerous schemes of body striping, special tops, bonnet windshields, etc., a buyer has ample opportunity to individualize his Cadillac. Enclosed cars also are frequently finished according to the buyer's choice of color."

"The greatest number of our special color jobs are the olive drab cars that go to our army in France."

## Motor Unit' Active In Auto Driveaways

Women Of America Enter Service To Release Men For Other Work

As the women of France and Britain have been serving in hundreds of thousands, not only in munition factories, but in hospital and motor transport service, in the ambulance corps and in the workshops behind the lines; so, now, the call has come to the women of America and they have proven that they are no whit behind their sister of France and Britain in their willingness to serve whenever and wherever their country calls.

It is a record of devotion to the ideals of service, of which the women of all civilized lands have every reason to be proud.

At the present stage of our participation in the war, necessarily most of the work of American women is still being done on our own soil, but even so, an enthusiastic advance guard is already in France.

Among other organizations of patriotic women, now doing duty here, is the "Women's National Army," whose members are divided into regulation units similar to our regular army, and training twice weekly is strictly carried out. The Government has permitted the use of regulation U. S. Army uniforms and a majority of the members now wear them.

A particularly active branch of this service is the Motor Unit, members of the unit being expected to drive and care for ambulances, trucks and passenger cars wherever needed to release men for other work or for over-seas service.

Hearing of the frequent driveaways of Chandler cars from Cleveland to New York by the Brady-Murray Motors Corporation, five New York City Chandler distributors, five Motor Unit members of the Women's National Army—New Jersey Section—volunteered to pilot as many Chandler cars in a big driveaway. Accordingly the five young women, headed by Captain Josephine Windell, took an active part in the Cleveland-New York drive of over 600 miles.

Captain Windell stated that they did not volunteer for this service "just for the fun of it," but because they wanted to avail themselves of the experience to be gained and, too, in order to release an equal number of men for other important work.

## Motor Hints

### Repair Tread Cuts Immediately

The tread of the tire protects the interior fabric layers. If the tread is deeply cut, an opening is provided through which dirt and water effect their entrance. Water quickly rots the fabric which, being weakened, blows out from the interior air pressure. Therefore every little cut in the casing should be plugged as soon as it is discovered to maintain the protective covering over the fabric. Cut filler is comparatively cheap. You may be patriotic to the extent of saving a few cents worth of wheat or meat, but how about saving several dollars' worth of rubber by plugging in time every tire cut? Buy a vulcanizer, which you can do for a dollar and mend, mend, mend. To be mending ought to be a form of recreation for the car owner. Large cuts in the casing should be handed over to a tire shop for repair.

Don't let the tire beads get rusty on rusty rims. Drive carefully and steer out of the way of large, sharp stones. You wouldn't drive over a broken bottle, would you? Then why take a chance with a stone bruise, especially if you are not quite sure about the inflation. Change your tires from wheel to wheel. Try to drive as near the center of the road as you can. Keep your tires out of old puddles in the garage.

### Life And Lubrication

Your automobile is the most efficient means of transportation at your disposal. Without it you lose time; you lose money. The longer you keep it in service, the better it is as a transportation medium. Did you ever stop to consider that the life of the car's mechanism is dependent on the correctness of the lubrication. The more spare parts you need, the more attention your car needs from outside mechanics, the more you are using up efficient labor which might be diverted to some other work—building more means of transportation. And at the same time the lack of lubricating attention compelling a "lay-up" means a temporary loss of efficient transportation to you. Factories are not making spare parts as they did. If the demand for them gets too heavy, you may find it very difficult indeed to get those parts that you need in a hurry. Every extra mile of bearing service, every extra mile of gear service, of brake service, of all parts service means a direct saving to you, a saving in time and labor, and you are helping your country. Of course, repairs may have to be made, but do not hasten the need for them and use up valuable time unnecessarily.

### Buy Good Oils

Spend an extra dollar for the right kind of oil and save possible ten in work and spare parts. Never was the need for good oiling more urgent. Change the engine oil often and be consistent about changing, and DON'T throw the old oil away. Use it, after filtering, to oil parts to which you heretofore have never given a thought. Oil the brake connections, the shackle bolts, the spring leaves and other parts that wear or rust. How about the universal joints? Have you given them any attention in the last four months? They probably need repacking with graphite or grease. If your car is fitted with grease cups, they are there for a purpose—keep them filled and turn them down. Otherwise they might just as well not be installed in the first place. The transmission and rear axle of your car contain gears needing constant and efficient oilings—not greasing. Be sure there are no leaks so the gears never may run dry. They'll run better and longer, and the bearing will not wear so much if you pay attention to lubrication. You will be more than repaid for your work if you will only lubricate and lubricate well. Don't try to skimp on the oil, don't use too much—follow instructions of the car maker, and above all don't try to save money by buying cheap lubricants.

### Correct Trouble At Once

Unusual noises and improper car operation are symptoms of trouble. Catch the trouble at the beginning and you may save the price of a new part and possibly a week's delay. If over there waiting when knowledge about the mechanism of a car brings a big return in dollars and cents, that time is now. Don't be satisfied with just ordinary operation. Just because a car is moving is no reason to believe you are being transported cheaply and efficiently.

## Care Of The Brakes

Care of brakes consists mainly in keeping them dry and clean, and in testing them at intervals. When ordinarily the brake surfaces keep themselves clean by friction, it frequently happens that grease from the differential enters the brake drums by way of the axle tubes, in which case the surfaces must be cleaned with kerosene or gasoline in order to prevent slippage which may become dangerous.

Replacement of brakes is not easily possible on the road, and for this reason the deterioration of a brake must be foreseen and the worn part or parts replaced before they invite accidents. Most cars—some of the smaller are an exception—have two independent sets of brakes, and the giving out of one set is not a very

serious matter, since the other set is left available.

In order to insure equal wear, it is well to form the habit of changing from one brake set to another, and this should also be practiced when there are many hills to ascend, since the changing gives one set of brakes time to cool while the other set is in use.

## GEAR RATIO IMPORTANT TO GOOD PERFORMANCE

Cadillac Motor Car Company Gives Advice For Owner's Selection

Among more or less technical motor car terms, the rear axle gear ratio is probably as puzzling and meaningless as any other to the average car owner or layman. It applies to the number of teeth in the rear axle gears which transmit the engine's power to the driving wheels. In other words, it governs the relative speed of the engine and the rear wheels, as that relation pertains to maximum and minimum car speed, getaway and pulling ability.

The Cadillac Motor Car Company recently advised its dealers that one of the specifications which should receive special attention in car-orders is the gear ratio, pointing out that the character of the country in which the car will be driven, or the work to be done, should guide the selection of the gear ratio.

A gear ratio of four-and-a-half-to-one, for example, means that the engine crankshaft makes four and a half revolutions while the rear wheels make one revolution. It is not difficult to understand that a car so equipped will have a faster getaway and be more powerful in sand and on hills, in high gear, than a car with a three-and-a-half-to-one ratio. The latter car would have a greater maximum speed than the former because when the engine is at maximum speed the rear wheels would be making a greater number of revolutions per minute. On the other hand, it would be necessary to shift to a lower transmission gear earlier, with such a car, than with a four-and-a-half-to-one ratio. This is so because the gasoline engine depends on its speed for its power—it generates greater power at the higher speeds.

The importance of quick getaway in a car used most of all in city traffic, or pulling ability on high gear in rough and hilly country, almost dictates a lower gear ratio. The owner who drives mostly in level country, or who prefers occasional gear-shifting to any sacrifice of speed, probably would choose the higher ratio. The safest course, for the average owner looking for good all-around performance rather than mere speed, would be the lower ratio.

## Beats Train 26 Hours In 2035 Mile Drive

Maintaining an average of slightly less than 300 miles a day, Harry A. Kuhlman drove a new Chandler Six seven-passenger touring car with three occupants from Pawhuska, Okla., to Los Angeles in seven days. The exact distance as recorded on the Chandler speedometer was 2,035 miles.

Mr. Kuhlman has established a touring record that is believed to be the best that has been set by any arrival in Los Angeles this year. He and his two companions, W. H. Crowe and Lester Walton, covered the 2,035 miles in just seven days of 16 hours each day. This was almost 300 miles a day and an average of better than 29 miles an hour was maintained.

Mrs. Kuhlman, Mrs. Crowe and Mrs. Walton journeyed by train to Los Angeles and traveling day and night it took them four days for the trip. The Chandler made the distance in 70 hours against the 96 that were required by rail for the other members of the party, so, it can be seen, for the actual running time of the trip, Mr. Kuhlman's record was better by 26 hours than that made by train. The Chandler averaged almost 15 miles to the gallon of gasoline and only five quarts of oil were used. There was not a mechanical mishap of any kind and the only delays incurred were for changing tires.

"We made no effort to spare the car in any way possible," said the driver. "In fact, we punished it unmercifully. We took every shortcut we could find, as we desired to come through as quickly as possible. Whenever we were told we might save 10 miles by taking a certain road, but another longer way would be easier driving, we took the short road. Despite the sandstorms we ran into and the changing altitudes, we did not make so much as a carburetor adjustment during the entire run."

## CADILLAC SUBURBAN MAKES ITS APPEARANCE

New Car Suitable For Town And Country Driving And Comfortable In Summer And Winter

Recognizing the fact that there is a rapidly growing demand for a motor car that is a suitable and comfortable in all weathers and all seasons the Cadillac Motor Car Company has produced a new type which the owner himself can drive in town and in touring, in winter and in summer. The new car, known as the

Suburban, is built on the 132 inch wheel base Cadillac chassis in order to afford ample room for its seven passengers and the impediments which is ordinarily carried in touring. The front seat is unusually wide and set at an angle which robs a long ride or drive of much of its tedium. The auxiliary seats are large, comfortably upholstered, and

so placed as to afford maximum room both for their occupant and those in the rear seat.

Four wide doors provide entrance and exit for front and rear compartments. Door windows are readily lowered to their full length, and the body windows at the rear seat drop two-thirds, affording complete freedom of air circulation. The side and

rear windows are provided with silk sunshades. Body construction throughout is of aluminum.

The new Suburban is a well balanced car and has demonstrated to the satisfaction of its designers its great comfort on country roads. It is a car of the utmost utility, practical for summer and winter use, and for all the variations between the extremes of heat and cold.

## MOTOR CAR INSURANCE

Don't wait for a fire or an accident. All risks covered under the policy issued by

## GENERAL ACCIDENT, FIRE & LIFE ASSURANCE CORPORATION, LTD.

For prospectus and rates apply to Far Eastern Manager, 4a Peking Road.

## Two Submarine KINGS

Proving that you can't keep a good car down



## SOUTH AFRICA

KING WILLIAMS TOWN, JULY 24, 1917

"The King Car which I used as demonstrator has just finished a trip to Cape Town and back without any mechanical trouble or adjustments whatever, the only thing that has happened is that the top of one rear spring bolt has come off. Some of the rivers crossed were full and the water rose to the height of the headlamps and radiator, but the car went through without stopping and is in perfect condition after the 1300 mile trip, most of it being done in rainy weather. The tyres also are worn very little when one takes into consideration the state of the roads travelled. South African roads are by no means billiard tables."

A. VERNON EVERITT

## CHINA

HONGKONG, JULY 16, 1917

King Eight Touring Car (No. 6720) sent to European Russia via Vladivostok in munition ship—Steamer wrecked off Chinese coast—After three months in salt water and eaten by corrosive acids from explosives, King car was raised and sold at auction—Purchased by an English merchant, (name on request) of Hongkong, who, though inexperienced mechanically, took car to pieces with aid of coolie, labelling each part, and re-assembled—Car ran perfectly on first trial—Mr. says: "The engine and its parts are perfect, no car could possibly run better, this after three months in salt water mixed with all sorts of ammunition chemicals."

King Motor Car Company  
DETROIT

For Demonstration and full particulars apply to

## ARKELL & DOUGLAS, INC.

Sole "King" Distributors

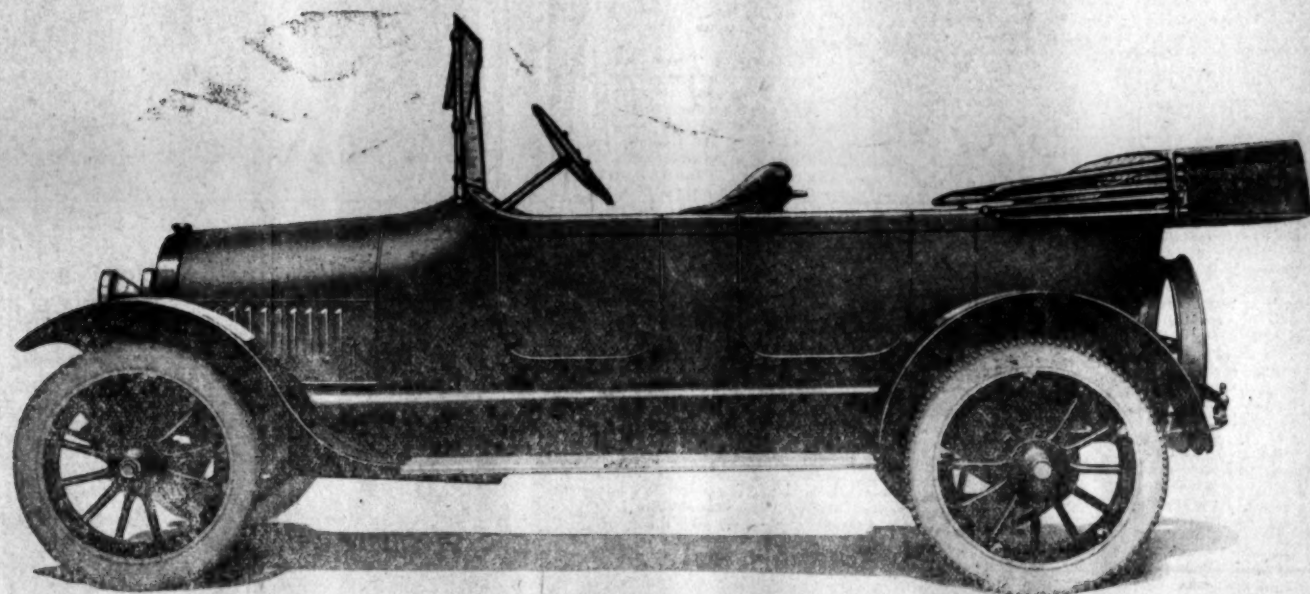
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**H. S. HONIGSBERG & Co., Inc.**

Sales: Phone West 1234

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**DELIVERING PACKARDS  
BY DRIVE-AWAY METHOD**

Twelve Percent Of Cars Now Go  
To U. S. Buyers Under  
Own Powers

More than 12 percent of its cars and 21 percent of its truck deliveries since December 1 have been made by the Packard Motor Car Company to its branches and dealers via the drive-away method. These percentages represent either so much relief to the railroads during this period or just so much more business which could not have been done if the drive-away had not been adopted. These figures take no account of the hundreds of United States Army trucks which travel to the seaboard under their own power.

When it is recalled that this achievement was made in the depth of a very severe winter, with the roads frequently choked by drifting snow, the feat reflects credit on the drivers, the dealers taking factory delivery, and the vehicles that made the run," said George R. Bury, assistant general sales manager of the Packard. "In some instances, trains of nine Twin Sixes and 30 trucks traveled 570 miles over wintry roads."

The principal dealerships that scheduled drive-aways were as follows: Baltimore, 18 cars and 48 trucks; Cleveland, 25 cars and 23 trucks; Indianapolis, 9 cars and 2 trucks; Pittsburgh, 18 cars and 29 trucks; Philadelphia, 13 cars and 45 trucks; Washington, 10 cars and 10 trucks; New York, 19 cars and 45 trucks. Chicago, Buffalo, Columbus, Lavenport, Ft. Wayne, Lima, Saginaw, Danville, Toledo, Scranton and Youngstown dealers took factory delivery on lesser numbers.

One of the best shipping days the Packard has had was Saturday, March 23, when cars and trucks valued at nearly \$400,000 left the factory. Part of these were driven away under their own powers and the remainder were shipped by rail.

**Hoovering On Chauffeurs**

Motor mechanics are in such demand and chauffeurs are needed so badly in the army and its many ramifications in the training camps and production headquarters, many men of wealth are finding it not only a pleasure to learn to drive and take care of a small-light car, but in many cases it has become a necessity," says George S. Morrow, head of the Saxon Car Co., of New York.

**Gas Fuel For Motor Cars  
Gets Try-Out In Hongkong**

King Car Equipped With Gas-Bag Makes Successful  
Debut In The Colony

The petrol problem has been solved by Mr. J. McCubbin, manager of the Hongkong Gas Company, to whom belongs the credit of introducing to the Colony the gas fuel method of motor propulsion, says the South China Morning Post. On Sunday week his "King" car, surmounted by an ungainly looking gas-bag, performed a successful trial spin from the Gas Works round Happy Valley and back. On July 18 another run was made to Quarry Bay and back, causing many an astonished "Hi yahi!" to escape from the lips of the Chinese who saw the strange-looking object pass. The Chinese idea of the contrivance was probably not far removed from that of Mr. McCubbin's car boy, who, when he saw the inflated gas bag for the first time, approached his master, and with becoming modesty and great understanding in his eyes, ventured the guess: "D'long ploseah, mastah." He had lively recollections of the Heather Day motor car procession, and, of course, it had not taken him long, in his wisdom, to solve the new puzzle. The run to Quarry Bay was most successful, the car answered every mood of its driver to a nicety, it swung along with a gentle purr, gave off no smell, and in every way, but one, gave the utmost satisfaction.

The one objection, which, it may be said, can easily be remedied, was the tendency of the gas bag to sag over the side as it became deflated, to the danger of coming in contact with passing trams or the trees on the roadside, which would, of course, have been more fatal to the gas bag than to anything else. Mr. McCubbin having foreseen this had invented a carrier to take the place of the ordinary hood, but experience yesterday, particularly passing along the Shaukiwan Road with a stiff breeze, proved that the carrier will either have to be deepened or some other form of support will have to be fitted up. Yesterday's trip was made on 200 feet of gas, which works out at half the cost of the petrol required for a similar journey. The bag, the only one in the Colony, came out from England the other day and is similar in type to these which are now so commonly in use at Home on motor charabancs, buses, trucks and private cars. Andrew Barton Bros., of Beeston, were the first to introduce it on their bus services. It is a simply made sack of canvas with rubber insertion, rendering it water and gas tight. It is roped to the roof of the car and is filled by coupling an inlet branch to the gas meter. The same branch serves for attachment to the flexible pipe conveying the gas to the engine. The fuel is conveyed to a point just above the engine throttle. An ordinary

cock close to the engine controls the supply and this is regulated by a lever directly coupled to the throttle valve lever, so that the gas supply is increased or diminished in accordance with engine speed, says the Post.

The advantages of gas as a fuel used in this fashion are cleanliness, no spilling, less lubricating oil and economical working. The gas bag has the disadvantage of having to be frequently recharged, but this can be done in a matter of three minutes. For a run to Deep Water Bay, for instance, it would only be possible to run on gas the one way and return by petrol, or vice versa there being no source but that from which the bag could be recharged. However, there seems from the developments that has taken place at Home in the last eighteen months to be a great future for gas fuel on the road and who knows that from the little acorn now planted in Hongkong a mighty oak may not grow in time? Some day it may be possible to compress the gas into smaller bulk and thus enable a much larger supply to be carried.

**Little Drops Of Water**

Feeding water or steam to the engine has been practiced for a number of years though not until this past year has the installation of devices for this purpose been so seriously considered by automobile owners. It has been shown, though not satisfactorily explained to the average owner, that the feeding of water does increase the power and the economy of operation and has an effect on the deposit of carbon. In practical operation there is a noticeable pickup in engine speed when the water or steam is fed to hot engines and the explanation may be stated briefly as a retention of heat at the beginning of the stroke and the utilization of it later. In other words, some of the heat that ordinarily would pass to the cooling water, goes to change the water into steam or superheat the steam, and this retained heat is given up toward the end of the stroke when the push on the piston is ordinarily lower. This also might explain the greater smoothness of running when one of these devices is used. As a general thing these devices will prevent carbon from depositing in great quantity and in some cases the makers claim in addition that even baked carbon is removed.

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**Your Car is No Good!**

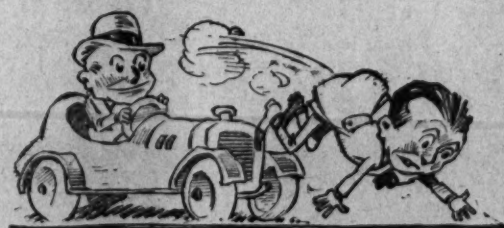
If a man told you that you'd argue the point, wouldn't you? Of course **any** car you can afford to buy and to operate is a good investment—but does the investment remain good?

**Is Your Investment Protected?**

An investment without protection is like a building without a foundation—likely to topple any time. Yet there are motor car owners in Shanghai who do not carry accident insurance. Their investments may "go smash" any time. Insure your investment!  
**MAKE YOUR CAR GOOD!**

**XS POLICIES PROTECT****C. E. SPARKE,** Insurance Office

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**Excess Insurance Co., Ltd.**

HE SHOULD WORRY!  
HE HAS AN XS POLICY

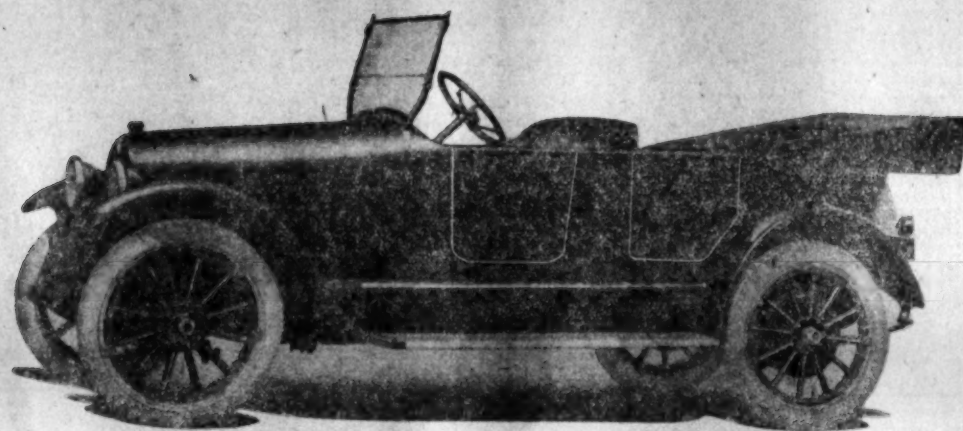


New  
Models

# To Arrive Shortly STUDEBAKER

New  
Models

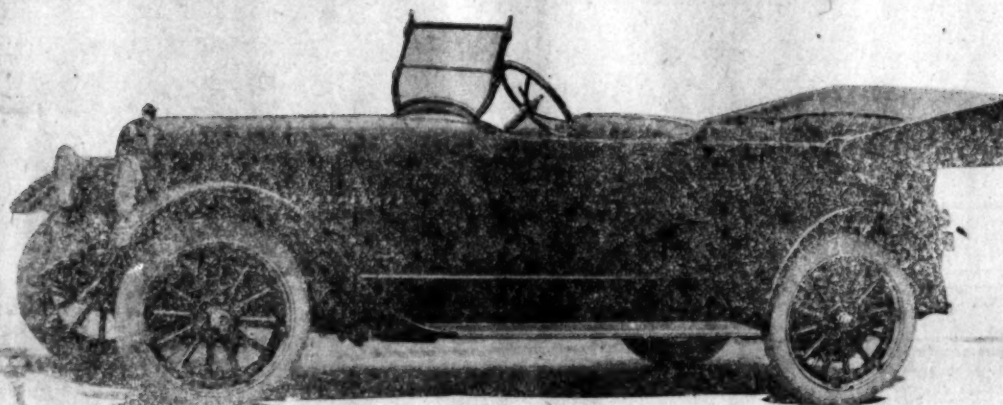
*Beautiful  
in  
design*



*Thoroughly Modern  
—  
Mechanically  
right*

LIGHT FOUR—FIVE SEATER

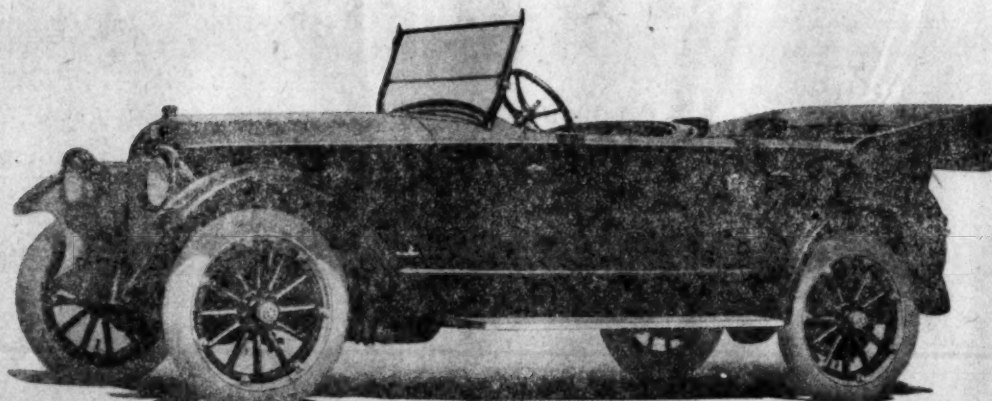
*Highly responsive  
Motor*



*Economical and  
Flexible*

LIGHT SIX FIVE SEATER

*Marvellous  
power  
resources*



*Speed ranges from  
ordinary pleasure  
driving to the speed of  
an express train*

HEAVY SIX—SEVEN SEATER

*We confidently recommend those intending to purchase a motor-car to call on us and obtain further particulars about these new models which are second to none and highly suitable for those who want an elegant and luxurious car possessing staying quality, economy and reliability.*

**STUDEBAKER MEANS THE ACME OF QUALITY**

SOLE AGENTS FOR CHINA

**The Shanghai Horse Bazaar & Motor Company, Ltd.**

Garage Telephone No. West 1213



## Shortage And High Prices Predicted By New York Man

New York, June 3.—A large number of orders in excess of production received by the Reo Motor Car Company during the last few weeks justifies the recent prediction of James J. Hunt, manager of the Reo Motor Car Company of New York, that there would be a shortage of automobiles this season.

Mr. Hunt says: "Reo dealers are not only taking cars as fast as they are built, but they have exhausted the stock which accumulated during the winter months when weather conditions interfered with transportation. And there is some indication of further curtailment of production in order that more Government work may be completed in the Reo factory."

"In one week recently the number of orders received was almost four times the number of cars built. Practically all of the orders were placed, too, with the understanding that the cars would be driven over-

land to their destinations to relieve railroad traffic. Already many dealers have taken their cars this way.

"The trend of conditions indicates that as the summer advances the shortage of motor cars will be more acute. A far larger percentage of production is sold than is customary at this time of the year."

"I feel sure that if the war lasts two years, and it probably will, that those cars selling today in the neighborhood of \$500 or \$600 will sell for \$1,000 at the factory and the other cars will sell in the same proportion. There has never been a greater need for automobile transportation than exists at the present time, for the auto is the only vehicle available to afford practical relief for the railway freight congestion. We cannot expand our railway systems fast enough to take care of the traffic, and we will soon find that the motor trucks will have to be handled in a more efficient manner to get the maximum relief."

## Carburetor And 'Feed' Suggestions

The shellacked cork float, when this is used in the carburetor, will in time, after three or four years' use, become loaded or saturated with gasoline, causing the float in the chamber to rise above the normal height or flood, says a writer.

The remedy is to replace the float with a new one, if obtainable, or repair the damaged float by first removing it and immersing in alcohol for three hours or more. This softens the shellac and with a clean rag the cork should be wiped clean. The quickest way to dry out the cork is to place it on a radiator or on some warm, but not hot, place.

Two coats of shellac should be put on the cork, by immersing it in a thinned solution of shellac and alcohol, with two hours between the coats. After allowing the last coat to set for about five hours, the float is ready to be replaced.

The float needle valve and seat, after use, become roughened. This allows the fuel to flood the float chamber and dribble down. A particle of grit or dirt lodged on the seat will cause the same difficulty. Flushing the carburetor will dislodge the dirt usually, but if dripping persists after this treatment, the needle point should be ground in on the seat.

Use a paste of flour of emery and oil to restore the roughened surface to a smooth seat and finish the grinding with a little powdered pumice stone and oil.

Before replacing the carburetor on the manifold, a simple method of testing float and needle valve repairs is to put a glass bottle and a rubber tube.

Fill the bottle partly full of gasoline and connect it up to the inlet union of the float chamber.

Raising the bottle above the chamber permits the fluid to run into the carburetor, when you can watch the action of the float and valve. To make further adjustments, the needle valve is depressed and the gasoline runs back into the bottle.

The float in the vacuum fuel feed tank when one is used is usually a hollow metallic float. If this develops a leak, the feed supply is diminished or stopped altogether, depending upon the amount of gasoline which enters the float. Shaking the part when removed will readily indicate whether or not a hole in the metal exists. When such a condition is found, the hole should be enlarged with the point of a pin, the gasoline drained out and the opening closed with a drop of solder.

The gasoline piping sometimes becomes clogged and this is caused more often than otherwise by sharp bends in the pipe. The restricted area at these points will gradually fill up with foreign particles. This condition does not always cut off the supply of fuel, but diminishes it to an extent that causes irregular running of the engine.

When gasoline piping is found in contact with frame members or body parts of the car, it is a wise precaution to protect it by a piece of rubber pipe slipped over the tubing, or by wrapping it well with tire tape. As the gasoline tubing is of thin material, the chafing at these points of contact will quickly wear a hole through it. A compression type of coupling, the size of the fuel pipe, is a good investment, and with one of

these in the tool equipment, it is possible to make a permanent repair on the fuel line at any place.

Tank leaks are commonly the cause of most difficulty with the main fuel reservoir, and the remedy is to remove the tank and solder.

Small holes in a tank can be repaired without the removal of the tank by using brass puncture plugs sold for use on bicycle tires, or with a small bolt and nut and one or two faucet washers.

To place these in the hole in the tank, a wire is run through the hole and out of the filler cap opening. Securing the screw bolt or the threaded end of the puncture plug to the end of the wire, it can then be brought to the opening and the head screwed on, making a dependable and easily accomplished repair.

## THE BARD ON BASEBALL

By Edwin Tarrisse

As evidence that Shakespeare anticipated something of our national game may be offered the following:

I will go root.—Richard III.

Now you strike like the blind man.

Much ado about Nothing.

Out, I say.—Macbeth.

I will be short.—Hamlet.

Thou canst not hit it; hit it! hit it!

Love's Labor Lost.

He knows the game.—Henry VI.

O, hateful error.—Julius Caesar.

A hit, a hit, a very palpable hit!

Hamlet.

He will steal, sir.—All's Well That Ends Well.

Whom right and wrong have chosen as umpire.—Love's Labor Lost.

Let the world slide.—Taming of the Shrew.

He has killed a fly.—Titus Andronicus.

The play, as I remember, pleased not the million.—Hamlet.

What an arm he has.—Coriolanus.

They can not sit at ease on the old bench.—Romeo and Juliet.

Upon such sacrifices the gods themselves threw incense.—King Lear.

## DISTRESS IN DENMARK

Workers Are Idle, Prices Exorbitant, Supplies Running Low

Copenhagen, June 19.—Danish Americans returning to visit their native country find to their disappointment that the war has caused an unprecedented decline in the dollar's purchasing power. As a matter of fact, the cost of living is now far higher in Denmark than in the United States.

Meals procurable in Chicago at 75 cents cost from \$2 to \$3 in Copenhagen. An ordinary \$25 suit costs at least \$60. The cheapest shoes are \$10. A dollar shirt fetches \$3. Inability to secure American goods has necessitated poor substitutes, costing three to four times more than the real article.

Inferior German typewriters are supplanting the standard American makes, which are unobtainable by dealers, and they fetch as high as \$500 in the private trade.

The whole country is empty of automobiles, owing to the lack of gasoline and petroleum. As a result,

business is seriously handicapped. The fuel want has caused a reduction of the train service to one-third of normal. Passenger fares and freight rates have been doubled.

Numerous factories are shutting down, including the tobacco industry, which is unable to obtain fuel and raw material. Hops are becoming the favorite tobacco substitute, while acorns and barley are taking the place of coffee.

More than 25,000 workers are idle and the number is growing daily as more industries close their doors. Trading in kind is supplanting money purchases in the provincial towns.

The housewife is happy to secure a spool of thread for a couple of pounds of flour. Thread is sold out at the stores and so scarce that clothes cannot be mended or buttons sewed on. The farmers are killing milch cows for beef cattle, owing to the lack of feed. Every acre must produce grain, a part of which must go to Germany in order to secure therefrom a limited coal supply.

The situation is the gravest in the country's history.

Unless America permits manufactured products, cloth, petroleum, food, and other necessities to reach Denmark, the suffering this coming winter will be most intense. The official and salaried classes are particularly hard hit, and many are compelled to raise loans requiring a lifetime to repay. Rents are soaring to altitudes beyond the average family's means. Building activities are at a standstill for lack of materials. The municipalities are caring for thousands of families in the public buildings.

## HAIG'S NEW DRAFTS ARE COOL FIGHTERS

Youngsters Showing Themselves  
Of The Same Quality As  
Veteran Comrades

## HARD TO RESTRAIN SCOTS

One Corporal At Hinges Insisted  
On Rushing A Machine  
Gun Post Alone

By Philip Gibbs

War Correspondents Headquarters, June 17.—The enemy has done some heavy shelling during the last day and night up in Flanders, by Mont Noir, round about Robecque and also in the neighborhood of Alber, but has engaged in no infantry action. Except for a few small raids he has made no counter-attack attempting to get back the ground taken from him across La Bassée Canal, opposite Hinges, and the British dug themselves in during the daylight, after their wild adventure of the night, unmolested, though the enemy flung over many big shells into poor old Hinges and strafed some of the villages behind.

I went up to this part of the country again today and spent some time with the Gordons, who were in the attack. They had had no sleep until the small hours of this morning, and when I went among them at midday one company was fast asleep, lying

like drugged men in their camp, and another company had just waked up and were walking about in shirts and steel hats, or less than that, before washing and shaving and cleaning off the dirt of battle. They looked like wild birds, some of them with forty-eight hours' growth of beard on their chins, and tousled hair; but it was only a matter of soap and water and razor blade to make them as smart as any Gordon who walks with swinging kilt down the main street of a French village. Some of them were young soldiers out with the latest drafts, but they showed great courage and coolness in attack on that night of darkness when some of them were held up by German machine-gun fire from a ruined cottage on their right. They were too rash, some of them, not having the experience of older soldiers, and a Sergeant of the Gordons told me he had to hold them back from going beyond their mark.

But one of the rashest men, after all, was a Corporal who had been through many battles and had been wounded eight times. When another German machine-gun was sweeping the ground in front of him, this Gordon was impatient.

"Sergeant," he said, "I'm going to rush that post."

"Not alone, man," said the Sergeant. "Wait till we get some more to help you."

"Oh, I'll take on the job, myself," said the man, and he rushed forward alone, but fell wounded before he had gone many yards.

"You were right, after all, Sergeant," he said, when he was carried back, but it shows how the spirit of the British keeps up, and how even those who have been through many

actions of this war are as daring as ever.

But the old-timers are astonished at the spirit of the new lads who come out. "It's innocence that makes 'em so brave," said one of the veterans today. "We older men have to act the part of elder brother in protecting them from their own rashness."

## PRAISES ALLIES' TRAINING

Thanks To This, Says American, Our  
Coming Means Victory

Rome, June 17.—"American soldiers are strong, brave, scrappy lads, who never learned to wage war," says an American officer interviewed by the Giornale d'Italia, adding: "If they had been left to themselves to fight the Germans they would at the beginning have had to instruct themselves in the art of war at the cost of their skins, which is highly instructive but unhealthy."

"Instead of which, fighting by the side of such veterans as the English and French, they soon learn how to resist and to win. In fact, the Entente is a sort of nurse, in whose arms they visibly grow. Therefore we are sure to win the war as we are sure that before Winter the numerical superiority of the Germans will have disappeared. We shall have more men than they, men with whom will arrive cannon, airplanes, and munitions."

"Above all, the American troops bring a buoyant trustfulness of youth. Hitherto they have seen the war in 'transatlantic vision.' Your skepticism, your doubts, your temporary discouragements have not succeeded in crossing the ocean. For us the war begins today. We consider it fine,

because it is a war of justice and deep emotions. Perhaps the day will come when we shall be as tired thereof as you, but by that time we will have found a way to make it appear equally odious to Hindenburg and Ludendorff."



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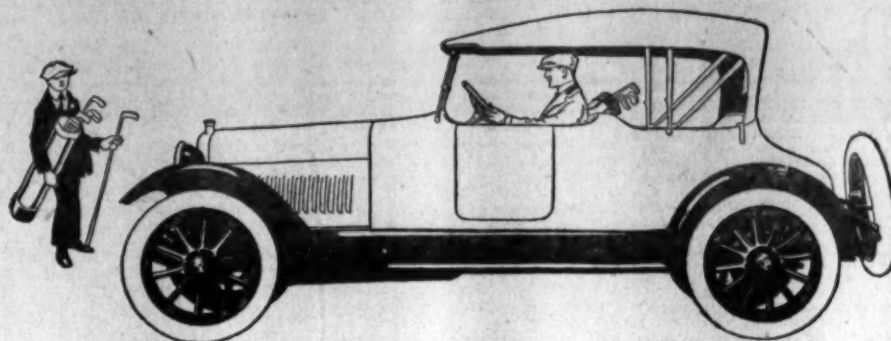
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## Unveiling Many Motor Mysteries

By H. A. Tarantius In Motor

It is a common remark that the ancient and rising generations in America are "motor wise." So they are, as regards the mechanical parts of the car and their functions. The average motor owner of today is capable of carrying out ordinary repairs and is able to make such adjustments as will keep the car running under the ordinary conditions of travel. The motorist knows where the different mechanical elements are located and understands what functions they are intended to perform. But all this refers to the understanding of effects. When it comes to the causes, the basic principles underlying these mechanical reactions, the present motorist generation is very far from being "motor wise." In fact it is absurdly ignorant. Even so, this is scarcely a matter for reproach. We are all of us ignorant of the fundamental principles that underlie most of life, even of those that regulate the functions of our own bodies, with which we are so familiar. We know that we are perforce on the verge of death, and that it beats. We do not know what makes it beat. We know that we have lungs, which take in and expel more or less extensive quantities of air. We do not know what makes them expand and contract. And so it goes down the physiological line.

So the automobile owner knows that his car embodies a cooling system, but he does not know the real necessity for this equipment, nor even how it operates. Every motorist knows that there is a differential unit in the rear axle, but he does not know how it "differentiates" or even why. When the new car owner takes his first prideful, front end view of his new vehicle, frequently he is startled with sudden dismay by the discovery that the front wheels are out of line, that they tilt slightly and unevenly. He does not realize that this is necessary, much less know the reasons that make it so. Many car owners, in the ordinary course of experience, have discovered that the right rear tire wears out a little faster than the left. But not one in a thousand has ever stopped to puzzle out the not very obscure cause of this condition. And so it goes throughout the entire mechanism, the owner may recognize effects, but he is ignorant of causes.

### Does A Radiator Radiate?

Does a radiator radiate? Strictly speaking the radiator into which you pour water dissipates its heat by convection rather than by radiation. That is, the current of air passing through the small openings in the radiator, conveys the heat away. If the radiator were required to radiate all of the heat, it is called upon to give up, it would have to have such a large cooling area that it would not only be extremely heavy but too large for the ordinary car.

### Water Not So Cool

Cool your motor with water? The water you put into your radiator and water circulating system is there primarily to maintain an oil film around the interior moving parts. Without the oil film the engine even at stone cold at the start would soon get so hot that the pistons would seize by keeping water continually circulating around the hot parts of the cylinders, the oil film is maintained and the pistons move up and down freely in the cylinders. Of course, you destroy the oil film by getting the engine hot even though there is water in the system, simply by running for a long period on retarded spark, or with a bad valve or with heavily carbonized cylinders, etc.; but so long as there is an oil film, even though the engine is abnormally hot, little damage can be done. So we must admit the usually overlooked fact, that the water is there to cool the oil.

A motor runs hot on a retarded spark. Why should this be so, if the difference between retard and advance is simply a difference in the time of spark or spark occurrence? The words retard and advance refer to the position of the piston with reference to top dead center at the instant of ignition. Thus on advance the actual spark occurs as the piston is traveling upward on the compression stroke, though the explosion does not start to push the piston down until the latter has passed the dead center line. This is easy to see, since if it pushed the piston down as the latter were moving up there would be two opposing forces, and this results in a spark knock. When this occurs as the operator is cranking by hand, the crank flies back and often a broken arm is the result. On a retarded spark the spark occurs after the piston has started down, after reaching highest compression, and the explosion takes place an instant after spark occurrence. So with a retarded spark there can be no knocking since the piston already has started down and the explosion just gives it another good push. But why should the engine heat on the retarded spark? Because, it is easy to see, there is a greater cylinder wall area exposed to the flame when the engine is running on retard. It just was mentioned that the retarded spark occurs as the piston is traveling down, which means that it has already uncovered considerable wall area and the full heat of the explosion is passed to a much greater proportion of the cylinder wall.

**Why Wheels Are Not Vertical**  
Look directly at the front wheels of your car and notice if they are perfectly vertical with reference to a vertical part. You will find they are not. Nearly every motorist is aware that the front wheels of his car differ in certain details of alignment from the rear. The car owner is cautioned to keep the wheels in alignment and is advised to camber and gather the wheels such and such an amount. There is a sound reason for setting the front wheels in such a way that they come together a little in front and also a little at the bottom. In the first place they are set close together at the bottom so that the load on the spokes will be a direct downward thrust, and each spoke as it takes the load will be under direct compression. Also this cambering makes it easier in making for better steering. But if the wheels were left closer together

ther at the bottom than at the top, then as the car rolled along the wheels would tend to roll away from the car. Imagine each wheel a hoop and you rolling it along as it is tilted over to one side. It is easy to see that it would roll away from the car and describe a circle, unless something was done to make it go in the other direction. The rolling away would not be so bad if it did not offset the rolling away effect of the tires by scraping them across the road surface. This is clear because the wheel would tend to roll off in a circle sideways while the progress of the car pushed it ahead. So a scraping action would be induced. With the hoop an occasional slap with the stick straightens it out. With the front wheels of an automobile, however, it is necessary to "gather" them, bring them in closer in front than they are at the rear. This gathering offsets the rolling away effect of the camber and the tire does not scrape across the road, but rolls along.

Leave the clutch engaged and apply the brake to stop the car quickly. Most drivers in stopping the car in an emergency disengage the clutch and apply the brakes, both sets sometimes, to lock the rear wheels. Yet, if the clutch is not touched and the brakes are applied, the car will stop more quickly. Of course it always is best to disengage the clutch in ordinary driving so as to remove as much strain as possible from the transmitting mechanism, but it is clear to see that if the brakes are forcefully applied so as to lock the rear wheels, the only thing that will bring the car to a dead stop, is the complete dissipation of the inertia of the moving vehicle, whereas if the wheels are turning over there is friction of the tire on the ground plus the friction of the brake against the drum, plus the load of the transmitting mechanism and part of the engine, the latter being locked and starting a skid. Once the skid is started the best thing to do is to try to get the wheels rolling again by releasing the brake for an instant.

### Vacuum Tank Not A Pump

The vacuum tank on your car does not pump fuel, it does not lift it; actually it creates a condition making it possible for fuel to be forced in under air pressure. When you break an electric bulb you hear a loud noise. That noise is caused by air filling the vacuum that once was inside the bulb; and a vacuum is simply a space with reduced air pressure. The air we breathe is continually under pressure of about 14.5 pounds per square inch, so every square inch of your body supports a load of about 14.5 pounds. Now as the air pressure in any container at all is reduced, the more nearly the condition approaches a vacuum, so that with absolutely no pressure at all there would be a perfect vacuum. Now if there is a vacuum tank on the top of a house and a pipe running from that tank to a pair two stories below, water in the pipe will immediately rise to fill the vacuum, because there is air pressure on the water in the pipe and no pressure in the tank. This same condition exists in your fuel feed system. The tank under the hood is so arranged that a vacuum is created in it at certain times. Every time that vacuum exists a valve is opened which communi-

cates with the fuel line and immediately the atmospheric pressure on the fuel in the main tank forces gasoline to fill the vacuum. When the fuel fills the volume of the tank, formerly under much reduced air pressure (the vacuum), a float rises on the gasoline, and by a system of valves the fuel is shut off and air admitted to the top of the tank. This air (under atmospheric pressure) presses on the gasoline in the top half of the tank and pushes it down through a flag or door into the bottom half and from there on the fuel feed is by natural flow or gravity.

### Perfect Efficiency A Myth

If your flyover were one hundred percent efficient you would get some hundred percent efficient and twenty miles per gallon of gasoline and the speed would be about two hundred miles an hour. You would have power and speed and hill climbing ability, such as the men of Mars might have in their vehicles. But there is no such thing as 100 percent efficiency. As it is now only eighteen to twenty percent of the heat value of the fuel is delivered at the rear wheels, the other seventy-eight to eighty percent going to waste in the engine, clutch and power transmission system. Fully thirty-five percent of the power generated at the start is immediately lost in the cooling water and another thirty-five is lost by radiation and exhaust piping. Wind resistance, the inductor, the clutch, the gear, propeller shaft, axles and tires all take a little so that in the end only eighteen or so percent is left actually to perform for you.

Feed your engine water and it develops more power, it does not carbonize so rapidly and runs better. You know that some of this is true because of the marked improvement in performance of the car on a damp day. The water vapor in the air does something to make the engine run better and with more vigor. What is it? The increase in power can be explained by the fact that the water takes away a certain amount of heat at the beginning of the explosion stroke and gives it back later on in the stroke. The heat, the water absorbs at the beginning would, under ordinary circumstances, go into the cooling water and be wasted, but when water is present that fluid turns to steam, the instant the explosion takes place and this operation requires heat. In the latter part of the stroke when the extra energy is needed of the steam gives it up. No matter how the action is explained, the fact remains that if you feed water to the engine there is a noticeable pickup in its speed and pulling power.

### It's The Left In Shanghai

You know that your right rear tire wears faster than the others, but did you ever stop to think of the reason for it. In the first place, the rear wheels do the driving, and in the second place, since you drive on the right side of the road and the roads are crowned, that right rear takes a little more load than the left rear, and being on the right side it is more likely to encounter objects thrown to the side of the road. Then again, the rear wheels do the stopping and sometimes they slide. All of these things wear the tire and all of the forces tending to wear tires, the right rear gets the most. Then next in order comes the left gear, then the right front and last the left front. So when a tire appears to be in poor condition and you want to spare it, put it on the left front wheel, and when you interchange tires take the right rear and left front and interchange them

and do the same with the other two tires.

### What The Differential Does

If your car were not fitted with a differential and you were to drive as some of us do in taking corners, the car might turn over. The differential is a unit composed of a number of gears and finds its place in the ball-like housing in the middle of the rear axle. From each end of the differential axle shafts extend which drive the wheels. In turning a corner it is necessary for the outer wheel to move faster than the inner, just as a line of soldiers in wheeling must maintain alignment by having one end of the line move slowly while the other end moves fast. In fact, the soldier at one end may do no more than remain in one place and simply right about face slowly. The rear wheels of your car must run at different speeds in turning a corner, and the differential makes it possible for them to do it. Take two cotton spools, run a pencil through the holes and then place spools and pencil between two pie tins. Holding this unit in a vertical position with the palms of your hands against the outside of the tins, you can move the tins in opposite directions or you can move both of them backward or forward rolling them over the spools. That is just what a differential does. Now instead of a pencil, a so-called spider is used, a piece of metal with two arms or four arms, and on each arm there is a pinion freely mounted. This spider fits into the large gear which does the driving. In mesh with the pinions are two bevels, one attached to each axle shaft. In action the axle shaft bevels revolve as a unit with the spider and pinion when the car is going forward in a straight line, but when the car is turned the spider bevels turn upon their individual axes while the axle bevels turn on the spider bevels. It is a rather difficult thing to see this action clearly with gears unless the actual construction is before you, but if you will remember about the pie plates and spools you will have substantially the correct action.

If you would like to understand how a thermo-syphon cooling system does its work just think of a hot-water system such as is attached to the house heating plant and operates by a gas heater. You feel the tank to see if there is hot water, but you put your hand at the top of the tank though the heated pipes are much

below, above the gas or coal flame. You may not know it but the reason the water always makes its appearance first at the top of the tank is because hot water is lighter than cold water. That very fact makes it possible for the water in a thermo-syphon system to circulate without mechanical help simply by being heated.

Of course, the circulation is not so rapid as it is when a pump forces the water around through the system, but in the engines designed to use the thermo-syphon system, the circulation has been found entirely adequate. In a thermo-syphon system there is simply a radiator with pipe connections top and bottom to the water system of the engine, but the water passages are larger than they are in the pump system. Now, the water around the cylinders gets hot when the engine starts to operate and this hot water moves upward in the jackets and keeps traveling upwards until it reaches the radiator. It moves upwards because it is lighter than the cooler water above it. Thus the water immediately next the cylinders gets hot, moves up, is displaced by cooler water which then gets hot and moves up and so on. The radiator accepts the hot water at the top as it does in any system, cools it and the water flows through the bottom radiator tank and from there it moves through the inlet water pipe to the engine cooling system where it is again heated and sent around. What it really amounts to is a rapid displacement of cool water by hot water. Not all engines can use the thermo-syphon system. It is best suited to small engines or those which are placed low with relation to the radiator, or rather whose water jackets are low, because this condition brings about a sufficient head of water to give good circulation.

### SAFETY FIRST IN U. S.

#### Warnings To Motorists And Pedestrians Conveyed Via The Film

A safety-first warning to motorists and pedestrians in a one-reel film is now appearing in Greater New York's movie theaters.

The toll of life and limb taken by automobiles in recent years has led

to a general crusade against carelessness on the part of both drivers and pedestrians. Police Bureau statistics of New York show that approximately 25,000 persons were injured by automobiles and motor trucks in the streets of New York State during the last year. Drastic laws governing the use of streets and highways have reduced accidents considerably in some sections, but public authorities admit they will be powerless to do much without the active backing of public sentiment and the co-operation of the people.

It was such startling figures as the above that aroused H. S. Firestone,

President of the Firestone Tire and Rubber Company, to supply the great need of virtue safety-first propaganda and educate the public to help reduce the awful, needless waste of life and limb.

In his efforts to conserve man power, Mr. Firestone struck upon the plan of utilizing the universal language—the movies—to spread his ideas on man conservation throughout the country. He enlisted the services of the Universal Film Manufacturing Company, who have prepared, under his supervision, an education film entitled "Careless America."

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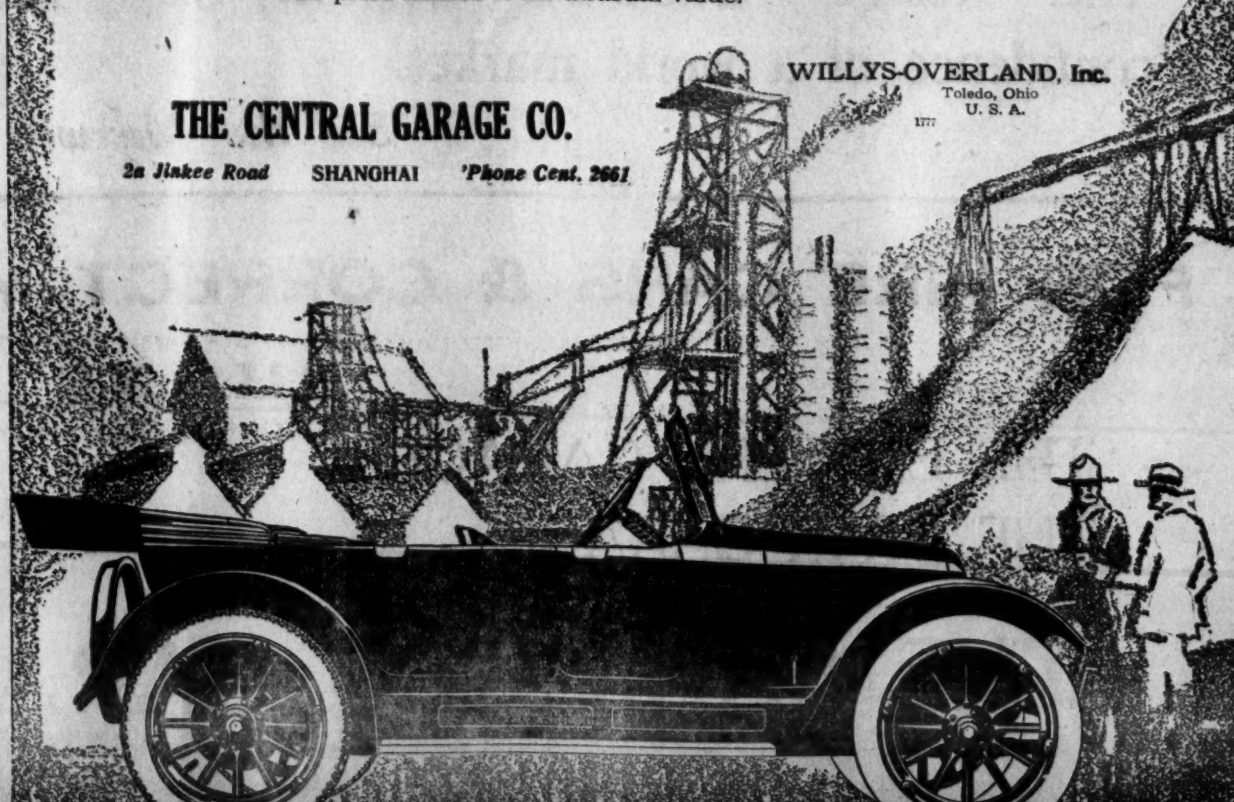
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## Locating And Eliminating Troubles

While starting and lighting systems have been developed to a high state of reliability, yet this is still the weakest unit of an automobile and is subject to frequent derangement, says a writer in motor magazine. The electrical equipment seems complicated to many, but only a fair knowledge of the system and a small equipment are required to repair practically all troubles.

The commutator and brushes seem to be the most vulnerable parts. Trouble in this element usually manifests itself by a low current output in the generator, or sluggish operation or refusal to start in the starting motor. By removing the name plate on each machine the brushes and commutator are exposed for examination. If the commutator is blackened and rough the brushes have not been seating properly, causing them to arc and foul the commutator. To restore this element to good condition requires that the brushes and commutator be sanded in.

The best method I have found for this operation is to cut a piece of sand paper slightly wider than the brush and place it around the commutator for half of its circumference, smooth face down. By drawing the sand paper back and forth the brushes are cleaned and trued up to fit the commutator. To sand in the commutator, the motor or generator should be run at low speed and a piece of the same grade of sand paper held over half of the circumference of the commutator until it takes on a bright polish.

The best indication for a need for sanding in is a squeaking noise in the commutator, while one having a fine polish, with a bluish purple tinge, is in the best of condition. On the other hand, a commutator with a dark rusty color will usually show that the mica separating the commutator bars is flush with or higher than the commutator, causing the brushing to arc and in time burn away the copper. This condition materially reduces the efficiency of the machine and is responsible for many troubles. The car should be taken to an expert repairman to have the mica under-cut.

An insufficiently charged, or discharged battery can often be traced to the regulator or cut-out. To check the closing of the circuit a voltmeter should be connected across the terminals of the cut-out; the contact points usually close at a voltage of from 6½ to 7½ volts on a six volt system, and from thirteen to fifteen volts on a twelve volt system. The contact points should be open when the discharge current from the battery to generator is approximately zero. An ammeter placed in circuit with the current coil will indicate the amperes discharge at the breaking point. Should the cutting-in voltage be too high the air gap between the

points should be reduced, and when properly adjusted is about 1-32 inch. Reducing the air gap usually has the effect of increasing the rate of current discharge on cutting-out, but this will be overcome by increasing the spring tension very slightly. The contact points should be kept clean and trued up with emery paper to touch evenly all over their surfaces, while there are necessary differences in the cut-out of various systems, the method used above is typical and adapted to most electric systems with but few changes.

In common with others, I have often experienced trouble in the wiring of both starting and lighting systems. When the wiring is suspected, and the switches and terminals are O. K., the application of the few simple tests given below will readily show where the trouble is located.

Short circuits caused by grounds can be tested for by running the generator, with all lights turned on and horn and starting circuits open. A piece of wire several feet long is held in contact with the positive terminal of the battery and with the other end touching the frame of the car. Should a spark result there is a ground on the negative side of the wiring. The reverse application of this test will indicate a short on the positive side of the wiring. Obviously this test applies to any two wire system, since there is an intentional ground on the single wire system.

Another method is to rig up a lamp tester, consisting of an ordinary base and six volt bulb, connected with two short lengths of wire. Pieces of steel, with fine needle points for piercing insulation, are soldered to both wires. With this outfit it is readily possible to isolate the trouble to one particular section of the wiring, and that unit of the wiring last disconnected before evidence of the trouble is shown by lighting of the bulb, embraces the defect.

When lighting troubles are not due to the wiring, bad bulbs, loose terminals or defective switches, the contacts of the sockets may have become corroded or the spring too weak to maintain good contact. It is advisable to replace such a socket, as time and trouble will be saved by its installation.

Fuses have given more or less trouble, particularly when some failure in other parts of the system should throw an excessive current load on the lighting system. A blown fuse is easily tested for by placing a screwdriver across the terminals. If the bulb lights the fuse is defective and must be replaced; if the bulb refuses to light look elsewhere.

To those mechanically inclined, and possessing a fair knowledge of the rudiments of modern electric systems, the correction of troubles in this element should not prove difficult.

## Dirt—The One Great Feed Enemy

Cleanliness and common sense are the only things needed to keep the vacuum fuel feed system in perfect order, says a writer in Motor magazine. I allude to the system which I have had on three cars and which, barring one trouble of which I will tell later, has not caused a moment's difficulty.

There are just three points about which to be careful in the use of this system:

1. Open the pet-cock at the bottom of the vacuum tank once a week and drain a few tablespoonfuls of liquid from the tank. The liquid thus drained will be found to contain some water and more or less dirt in addition to gasoline. At times, it may be necessary to run a wire into the pet-cock opening in order to clear it. This happens only if very dirty gasoline has been used, or if the weekly draining has been neglected. There is a stand-pipe at the bottom of the tank that allows the dirt and water to accumulate, but if they rise above the level of this pipe they will be carried over to the carburetor and trouble will ensue.

2. Clean the little strainer at the top of the tank, where the gasoline supply enters, at least once a month. Also, if the carburetor has a strainer (most of them have nowadays), clean this too. Remove them both, shake them up in a glass partly filled with gasoline and see that the fine meshes are clear of dirt and lint before replacing them. A dirty strainer on the tank will cause it to get gasoline too slowly. A dirty strainer on the carburetor will starve it—and, while the car will apparently be all right at moderate speed or with a light load, it will be lousy and lack power on a long pull or when speeded up. Dirty strainers are often responsible for many baffling difficulties.

3. Don't let your main gasoline tank get empty. In the course of a few thousand miles a good deal of dirt and water accumulates at the bottom of a tank, unless you strain every drop of your gas through chamols—which few drivers do. When your tank runs low, this stuff, which is at the bottom, is drawn into the fuel line, vacuum tank and carburetor, and the only remedy, in most cases, is the complete dismantling and draining of the fuel system. Use a little forethought. Look at your gauge before you start anywhere and keep your tank at least one-quarter full all the time.

The one troublesome experience that I had with the vacuum tank was on account of a leaky float.

When the float leaks it fills with gasoline and becomes too heavy to let it rise and close the valve that shuts off the suction from the intake manifold. The gasoline is then drawn into the intake, and in addition to the normal supply from the carburetor, it makes a very rich mixture. The engine chokes, spits, runs on one or two cylinders only, you have muffler explosions, black smoke and all the other evidences of an over-rich mixture. Naturally, your first impulse is to change your carburetor adjustment—but don't do it. Disconnect the pipe that leads to the intake manifold and hold your thumb over the end of the pipe to shut off the suction. Then, if the engine runs normally, you know that the float is wrong and the carburetor is right, because what you have done has simply converted your fuel feed system into a gravity feed.

Now for the remedy: Re-connect the suction pipe and remove the little plug in the top of the tank. In some motors this will leave the motor with enough suction to draw gasoline into the vacuum tank, but not enough to permit it to be sucked into the manifold. If this doesn't work, refill the vacuum tank through the opening left by the removal of the plug (I always carry a clean oil gun and a length of rubber hose for this and similar emergencies). Then run as far as your tank full will carry you, repeat the process, and make your way to the nearest garage or service station. It is an easy matter to repair a leaky float at home, but I don't recommend it as a pastime on the road. In any event, don't try to run home with pure gasoline being pumped into your cylinders, unless you are prepared to pay for cylinder regrinding, new pistons and rings, and possibly a new set of bearings—all of these being among the pleasant possibilities of "taking a chance."

There are other things that may go wrong with a tank, but they are of rare occurrence. The flapper valve (the valve between the upper and lower chambers) may go out of commission as a result of being held off of its seat by a bit of dirt. Nine times out of ten a smart tap on the side of the tank will dislodge the dirt. If the various connections are allowed to work loose, all sorts of mysterious troubles will appear. But dirt is the great enemy—and, as I said at the beginning of this article, if cleanliness and common sense are used the vacuum feed system will prove itself a faithful, dependable servant to the motorist.

## Novel High Gear Test For The King 'Eight'

The development of the automobile "demonstration" to prospective customers has undergone a remarkable change during the past few years, as motors have been made more flexible. It used to be the fashion to rush a car up a hill as fast as possible, so that it would not "die" before the top

was reached. Now it is quite the thing to show how slowly the car can make the ascent in high gear. The increased number of cylinders enables the modern automobile to perform feats at low speed in high gear that make the efforts of earlier days look feeble.

Now comes a new and unique demonstration developed by the King Car Corporation with its King Eight. The prospect is taken to the foot of the steep automobile test hill on Sixty-first street between Tenth and Eleventh avenues, New York. The

motor is brought to a complete stop with the gears left in high, then the switch is turned on and the demonstrator leaves the car and starts the motor by pulling the rear wheel over slightly.

The car immediately moves away in high gear, and the demonstrator, standing on the running board, guides it half way up the hill at two miles per hour. At the half way point he returns to his seat behind the wheel and accelerates until he is making twenty-five miles an hour at the top.

# MICHELIN

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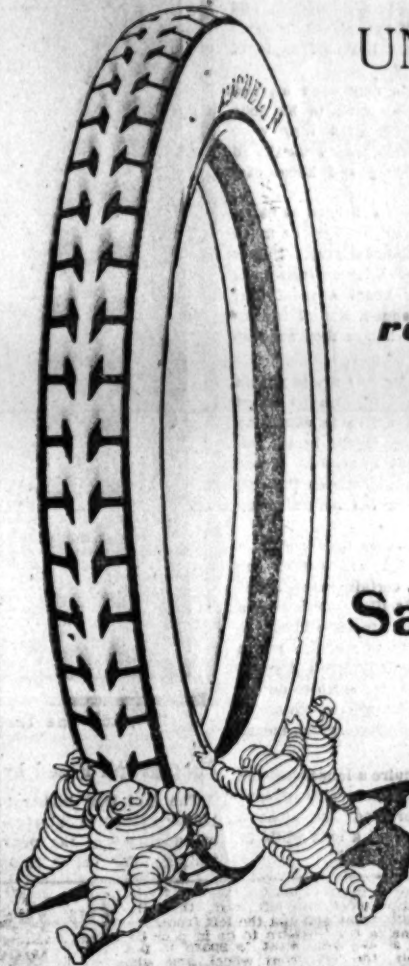
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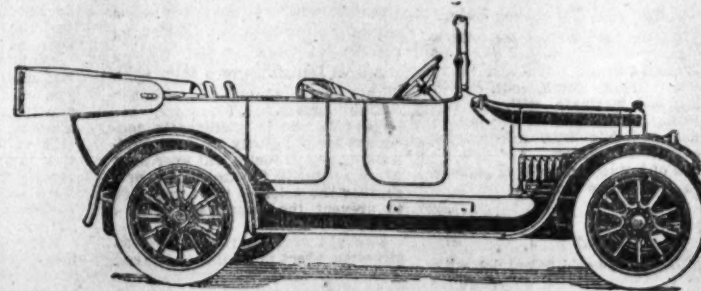
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# Health. Beauty And The Home

## Good Ways to Save Food

By Harvey W. Wiley, M. D.

The Famous Authority on Pure Food and Director of the Bureau of Foods, Sanitation and Health of "Good Housekeeping" Magazine

I AM well acquainted with the objections made to the city gardens, namely, that the money that is expended in working them would buy many times over the foods which they produce. I grant for the sake of the argument the truth of this statement. But I call attention to the fact, that if nothing was done with the back lots they would produce no food.

I call attention further to the fact that food is about one thousand times more important in this country at this time than money. I call attention further to the fact that money was never so plentiful in this country as now, and food was never so scarce. If it does cost a dollar to produce twenty-five cents' worth of vegetables on a back lot, the vegetables are produced. I don't know any better way to invest the dollar that the city man has to spend than in making it produce twenty-five cents' worth of food.

But really nobody should hire a hand to work his garden or his back lot. He should do it himself. His wife and children should help him. Then the food produced will be good for only in spare time and healthful labor.

The same argument which is urged against the cultivation of the city garden is urged against home canning. I have no doubt that it is far more expensive to can foods at home and that they are not so well canned as when this work is done in a large factory properly equipped for the service.

But the large factory is the four-billion-dollar loan. The home canning establishment is the Thrift Stamp. It is not a question of economy; it is a question of production. If the vegetables and fruits are not canned at home they will not be canned at all.

The total sum of foods canned in the home canning is of considerable magnitude. Usually this product does not enter commerce. The home canner has no beautiful pictured labels to put upon her product. They are put into glasses and bottles of different sizes and shapes. They are not

presentable in a show window as a commercial proposition, but they are a commercial proposition all the same.

The housewife does not charge anything for her work. She makes no record of the amount of gas and coal consumed in the heating. She does not even reckon in the cost of the jars. The point of the case is that something has been done which would not have been done if the matter had been looked at solely from the cold angle of commerce.

Another Summer is now upon us, and the exigencies of the work to be done are far more insistent than they were last Summer. For this reason we should have more home drying and home canning.

Some of our methods will have to be revised, because we shall not have as much sugar to can as we did last year. This is of small consequence as far as canning is concerned, for sugar keeps a great deal better if it is not canned, and if canned goods are properly sterilized they need no added sugar.

Moreover, if canned goods are put in tin containers they should contain no added salt. Canned salt is active in dissolving the tin, which for sanitary and health reasons we do not want dissolved. Hence canning will probably be done on the simple principle of saving the natural vegetables and fruits.

There was quite a scare produced by a professor in California discovering the *Bacillus botulinus* in certain home-canned products. Now the *Bacillus botulinus* is a very undesirable animal to have about, so I advise the housewife to sterilize just a little longer than is usually directed and—if she has an autoclave in which to do the sterilizing, as she ought to have—to sterilize at a little higher pressure, which means a higher temperature.

Some vegetables require a longer heating than others. For instance grains of corn and large peas are poor conductors of heat, therefore it takes the heat a long while to penetrate through and through.



"Watch the teeth for the tiny dark spots that are the first signs of decay."

Photograph Posed by MISS GRACE DARLING at CAMPBELL STUDIO

The fact that higher temperatures and longer exposures interfere with the physical qualities of the product is not commensurate with the benefit of the product. Far better to have the product sterilized and made somewhat mushy than to have it retain its original form unchanged and be the seat of a *Bacillus* pelling. Far better to have the product

## Right Care for Your Teeth

By Lina Cavalieri the Most Famous Living Beauty.

FOR the care and the preservation of the teeth four things are essential. They are: Proper diet, proper toothbrush, good tooth powder or paste and the right kind of mouth baths.

But beyond any doubt the first and most important safeguard is to have a reliable, skillful dentist—if you can make sure of finding one. One may go on for years after being tricked into a false confidence in a poor dentist before one finds out her sad mistake.

You should go to a dentist once a month to have your teeth examined. No one should let more than three months at most pass without a visit to the dentist for an inspection of the teeth.

There often come on the teeth, particularly between them where food is permitted to lodge, small dark stains, which really are the first warnings or premonitory signs of decay. If allowed to remain, the enamel eventually disintegrates, and we have a cavity, which must then be excavated and filled.

But before this disintegration has advanced to an actual breaking down of the tooth structure, it may very properly and successfully be removed or polished away by the dentist's little engine and the sand-paper disc used for this purpose and for smoothing gold fillings.

The honest dentist will do this and restore the tooth to its original color and soundness, after which it may be, with care, indefinitely preserved, but the unscrupulous dentist may, of course, construe this suspicious-looking spot as caries, and he may wickedly cut away sound tooth surface, fill in with the customary unsightly gold, and the unsuspecting victim pays the bill and departs none the wiser. Of course in the front teeth it is especially unfortunate to make a cavity where it could have been avoided.

Let us now consider the diet. But first, let me explain why the diet is of such great importance. Certain foods that contain lime act in a way to strengthen the bony structure of the teeth. When I tell you that fifty-four and 7-10 per cent of the composition of the teeth is phosphate of lime, when they are in normal condition, you will see why we should try to get as much lime as possible in our systems. It is the lime in the teeth that prevents their softening and decay.

Therefore, gluten and whole wheat

breads, when that is possible, or corn-bread, together with cooked cereals, instead of cakes, white bread and sweets, should be eaten. These should be supplemented by various preparations of phosphates to introduce lime into the system. A simple lime water, which can be prepared by any housewife, or any intelligent employee, is one of the best of these preparations.

Use one teaspoonful of clean, unskated lime and two quarts of water. Put the lime into a pitcher and pour the water over it. Stir the mixture carefully, or shake it until it looks like milk. Then pour off the water. Fill the pitcher again with pure water. Again stir or shake thoroughly. Tie over the pitcher a piece of muslin to keep out the dust and possible floating germs. Let it stand once more in a clean, cool place until the water is clear. Pour the clear portion into clean, glass-stoppered bottles.

It is well after eating acid fruits to rinse the mouth carefully two or three times with lime water or any alkaline mouth wash. Or when the teeth have been irritated, or unpleasantly affected, or the gums irritated by a food or medicine to which they are unaccustomed, rub precipitated chalk about the necks of the teeth and between the teeth. Here is a hint which you would do well to heed, for I have found it an invaluable aid in keeping my mouth wholesome and free from nervous disturbances that sometimes precede the threatened aching of a recalcitrant tooth. Every night before retiring, the mouth should be well rinsed with milk of magnesia, which can be procured from your druggist.

Here are a few general rules which you should never allow yourself to disobey if you value the good health of your teeth: Avoid articles of diet that are very sweet or very sour, and any drinks that are excessively hot or extremely cold. Eat sparingly of candy, rich pastry and puddings, except those consisting chiefly of fruit. Also, I would warn you against ices, pickles, sour oranges or grape-fruit that is not fully ripe.

You will find that any one with especially good teeth seldom drinks ice water, or very hot tea or coffee. For myself I have found that if I would keep my teeth in good condition I must be most careful of my diet, quite as much for the sake of my teeth as for my complexion.

## Tested Cooking Recipes

By Mary Lee Swann  
Principal, Souder School of Household Arts.

## Beauty Questions Answered

**Onion Chowder.**  
COOK 2 cups minced onion with 2 tablespoonfuls drippings about 1/2 hour over a slow fire so that onion will not brown. Then add 3 quarts boiling water, 1 quart sliced potatoes, 2 teaspoonfuls salt and 1/2 teaspoonful pepper and simmer one hour. Add 1 tablespoonful fresh herbs and serve hot.

**Tomato Sauce.**  
COOK 3 cups of tomatoes about 10 minutes and press through strainer. Melt 1 tablespoonful butter in saucepan and beat into it 1/2 cup flour. When smooth and light, add tomato pulp. The tomato mixture must be added gradually while stirring constantly to insure a smooth sauce. Season to taste with salt and pepper and cook about 10 minutes. This sauce may be served with macaroni, spaghetti and rice as well as with fish and meat.

**Baked Stuffed Eggplant.**  
WASH and wipe eggplant and cut in quarters, lengthwise. Remove pulp close to the skin, taking care not to break the shell. Pass pulp through meat grinder and drain. Bring the pulp to boiling point with 1 1/2 cups ham stock and boil about 20 minutes. Add 1/2 cup coarse bread crumbs, 4 tablespoonfuls melted shortening, 1 teaspoonful lemon juice, 1 teaspoonful salt and 1 slightly beaten egg. Fill shells with this mixture, sprinkle with buttered crumbs and bake in a hot oven about 15 minutes.

**Baked Potatoes.**  
WASH thoroughly smooth, medium-sized potatoes. Bake in a hot oven about 45 minutes and serve at once. If it is not possible to serve them at once, pierce them with a fork so that the steam can escape. If this precaution is not taken the potatoes will become soggy.

**Deviled Tomatoes.**  
WASH, peel and slice 4 tomatoes. Sprinkle with salt and paprika and dredge with flour. Sauté quickly in a little hot fat. Place on a hot platter and pour over them the following sauce: Cream 4 tablespoonfuls butter and add 2 teaspoonfuls powdered sugar, 1/4 teaspoonful mustard, 1/2 teaspoonful salt, 1/2 teaspoonful cayenne and the yolk of 1 hard-boiled egg rubbed to a paste and mixed with 1 whole egg slightly beaten. Blend well, add 2 tablespoonfuls mild vinegar and cook over hot water, stirring constantly until the mixture becomes creamy and thick.

**Cheese Jelly Salad.**  
MIX 1/2 cup grated cheese with 1 cup whipped cream. Season to taste with salt and pepper and add 1 tablespoonful gelatin dissolved in 1 scant cupful of water. Turn into molds rinsed with cold water. When jelly begins to harden sprinkle with grated cheese. Serve with French or cream dressing.

**Rye Gingerbread.**  
MIX and sift 1/2 cup rye meal, 1/2 cup whole wheat, 1/2 teaspoonful ginger, 1/2 teaspoonful cinnamon and 1/2 teaspoonful salt. Add 1/2 cup molasses, 2 tablespoonfuls salad oil and 1/2 cup boiling water, in which 1 teaspoonful of soda has been dissolved. Add 1/2 teaspoonful vanilla. Mix well and bake in layer-cake or muffin tins.

**Italian Tomato Sauce.**  
COOK 1/2 cup finely chopped onion, 1/2 cup grated turnip, 1/2 cup green peppers in 4 1/2 cupfuls butterine until tender. Add 2 cups tomato and 2 teaspoonfuls salt and cook about 5 minutes. Press through strainer, return to fire, add 2 1/2 cupfuls flour mixed with 2 1/2 cupfuls cold water and cook 5 minutes, stirring constantly.

**Shad Roe and Cucumber Salad.**  
GENTLY cook a shad roe with a slice of onion and a pinch of bay leaf in salted acidulated water about 1/2 hour. Drain, cool, cut in cubes and marinate with French dressing. Add a cucumber cut in cubes and mix with mayonnaise dressing to moisten. Arrange on a bed of lettuce leaves and garnish with slices of cucumber.

**Jellied Fish.**  
MIX 1 1/2 cups cold flaked fish with 2 1/2 cupfuls finely chopped capers and put in mold. Soften 1 tablespoonful gelatin in 2 1/2 cupfuls cold water, add 1 cup boiling water and stir until the gelatin dissolves. Cool and add 2 1/2 cupfuls lemon juice and 1/2 teaspoonful salt. Pour the jelly over the fish and set in a cool place to chill. Slice and serve on heart lettuce with French dressing.

**Lyonnais Potatoes.**  
COOK 3 cups of sliced cold boiled potatoes about 5 minutes in 2 or 3 1/2 cupfuls butterine with 1 1/2 cupfuls finely chopped onion. Then melt 3 1/2 cupfuls butterine, season to taste with salt and paprika, add potatoes and cook gently until the potatoes have absorbed the butterine. Sprinkle with a little finely chopped parsley or paprika just before serving.

**Barley Pastry.**  
MIX and sift 1 cup barley flour with 1/2 teaspoon salt. Work in 3 tablespoonfuls fat with two forks. Moisten to a dough with ice cold water. Chill and roll thin.

**Monday Breakfast**  
Fruit  
Oatmeal  
Toasted Corn Flakes  
Coffee  
Luncheon  
Vegetable Soup  
Corn Sticks  
Shortcake  
Dinner  
Left-over Meat or Casserole with New Vegetables  
Lettuce Salad  
Strawberry Bavarian Cream

**Cheese and Pimento Salad.**  
STUFF canned pimentos with cream cheese, chill, cut into thin slices and serve one or two slices to each person on lettuce leaves with French dressing.

**Wednesday Breakfast**  
Stewed Rhubarb  
Cornmeal Mush  
Coffee  
Luncheon  
Stuffed Tomato Salad  
Biscuits  
Jam  
Dinner  
Rolled Steak  
String Beans  
Radish Salad  
Ice Cream with Chocolate Sauce  
Coffee

**Friday Breakfast**  
Sliced Peaches  
Oatmeal  
Toasted Coffee  
Luncheon  
Egg and Green Pea Salad  
Mayonnaise  
Dressing  
Oatmeal Muffins  
Tea  
Dinner  
Vegetable Dinner  
Spoon Corn Bread  
Rice Snowballs with Marshmallows  
Sauce  
Pineapple Sponge

**Saturday Breakfast**  
Fruit  
Cornmeal-Waffles  
Coffee  
Luncheon  
Potato and Sardine Salad  
Rhubarb Pie  
Tea  
Dinner  
Bean Loaf with Tomato Sauce  
Beet Greens  
Buckwheat Muffins  
Lemon and Banana Gelatine

**Sunday Breakfast**  
Strawberries  
Creamed Codfish  
Coffee  
Dinner  
Roast Beef  
Baked Potatoes  
String Beans  
Boiled Onions  
Peach Ice Cream  
Potato Flour Cake  
Coffee  
Supper  
Cream Cheese  
Brown Bread  
Rye Cup Cakes  
Milk

## What Shutting Out the Sunshine Will Do

IF flowers are brought into rooms devoid of sunlight they will die. Human beings are perhaps more hardy than growing plants, but it is a wise precaution to beware of any sleeping quarters or living-rooms where the regenerating light of the sun cannot enter.

An old Italian proverb aptly says, "Where sunlight cannot enter the doctor comes." Therefore, no housewife who is intelligently concerned for the purity and healthfulness of her domicile will ever shut out the sunlight for the sake of preserving the color of the carpets or to prevent the fading of curtains and furniture.

Sunlight exerts a remarkably destructive effect upon the malignant germs and bacteria that succeed in finding a lodgment where human beings live within doors. Let the walls, floors and as much as possible of the interior of a room be bathed in sunlight, and no better living or sleeping quarters can be secured. By this simple expedient one of the most scientific and healthful measures has been taken to ensure its sanitary condition as a place of habitation for human beings.

Its therapeutic value is so great that even in many cases of disease, contagious and otherwise, one of the greatest disinfectants that can be used is sunlight, which, if it could penetrate every hidden crevice and darkened corner, constitutes one of the most valuable germicides known to the medical profession to-day.

What is the value of a choice Oriental rug or a beautiful set of drapery and hangings compared with

adding a few more years to your own life, or to that of your child? Look at the well known prison palor that brands upon the criminal, far more than the old ball and chain horror, the indelible mark of the darkened cell where the revivifying sunlight never comes.

Could you desire any more striking object lesson than that? And yet, many of you, well meaning enough, would put your child to sleep in a bedroom, at the back or side of the house, a place where the sunlight is never known to stray. That room might be used for a sewing-room, if need be, or a storage place, but never as a sleeping room for a human being.

Not only is sunlight essential for the destruction of putrefactive germs, but fresh air must be had in abundance also. Nor should the air be arranged in such a way as to form a "cold draught;" it should be fresh air that is let into the room by a method causing it to mix thoroughly with the stagnant unwholesome air of the house.

If the impurities of carbonic acid gas given off by rebreathed air are allowed to remain, but one result will follow—a long train of illnesses and possibly death. This statement is not in the least exaggerated, because medical records contain many instances of preventable deaths, which can be traced back to the simple lack of a sufficient volume of fresh air.

Accordingly, it can be seen, and it cannot be too often repeated, that a great power for good and evil over her household, lies in the hands of the individual housewife. On the other hand, it must be strongly emphasized that this effort

to secure ventilation must be intelligent effort and not merely misdirected energy.

Opening the windows wide in such a way as to cause a powerful draught to sweep the room and its members, who may thus feel a sudden chilling of the skin and consequently a sympathetic "cold" in the lungs, eyes and nose, is positively criminal and cannot be too severely denounced.

Consideration for the possible weaknesses and susceptibilities of others affected should guide any decision about opening the windows to obtain fresh air. No matter how foul the air may seem, or how filled it may be with obnoxious effluvia, no one is ever justified in creating a direct draught that may blow upon others to their physical injury.

If there should be no other way to ventilate a room than by opening a window, it should be opened wide, both top and bottom, but not until every individual likely to be affected by the "draught" thus created has been given an opportunity to move out of the affected zone.

This may seem a trivial precaution to some who think fresh air, however obtained, is never harmful. But by many authorities who have made a most careful study of this subject, it is considered infinitely important. By all means have all the fresh air and sunlight you can obtain, for that way lies true health and happiness, but do not belong to the thoughtless army of "fresh air cranks" who inflict untold suffering and misery upon others through their mistaken zeal. Moderation in this, as in all things else, is an effective measure of real efficiency.

Can you tell me of something that will soften and beautify my hair?—DOROTHY.

Here is an excellent wash to soften the hair and give it greater brightness: Beat up the whites of four eggs in a bowl. Rub the froth thoroughly into the roots of the hair. Allow it to dry upon the scalp. Then turn upon the hair with a small rubber spray equal parts of rose water and bay rum, washing the hair thoroughly down from scalp to root with the spray.

Is there any way of making the eyes larger? Mine seem to be growing smaller all the time.—E. A. L.

You must not expect to have the beautiful eyes of your childhood now that you are a woman grown. Then you had no strain put upon the eyes. To keep your eyes looking well you must not read too much. Avoid fatigue and dust. When the eyes are tired the thing to do is to rest. Remember, too, that the surroundings of the eyes are as important as the eyes themselves. Do not allow your face to become heavy and low-lie in appearance. Bathe the eyes daily in this lotion:

Rose water ..... 1-3 glass  
Witch hazel ..... 1-2 glass

Warm and apply by opening the eye when covered by an eye-glass of the mixture, thus giving the eye a thorough bath.

**Berkshire Muffins.**  
SCALD 2-3 cup milk and add 1/2 cup cornmeal. Let stand about 5 minutes. Add 1/2 cup cooked rice and 1/2 cup flour, mixed and sifted with 1/2 teaspoonful baking powder, 1/2 teaspoonful salt and 3/4 teaspoonful sugar. Add the well-beaten yolk of 1 egg and 1 1/2 cupfuls melted shortening and fold in the stiffly beaten white of 1 egg. Bake in well-greased muffin pans.

**Cornmeal Rolls.**  
MIX and sift 2 cups cornmeal with 2 1/2 cupfuls shortening and enough boiling water to make a stiff dough. Work dough thoroughly with hands. Shape into oblong rolls and bake in a pan which has been well sprinkled with cornmeal. Bake from 30 to 45 minutes in a hot oven. When the rolls are well made the tops will split during the baking.

**Barley Honey Cakes.**  
CREAM 1/2 cup shortening, add 1/2 cup sugar, 1/2 cup honey and a little grated lemon rind. Add 1 well-beaten egg yolk and 1 whole egg. Add 2 cups flour, mixed and sifted with 1 cup barley flour, 2 1/2 cupfuls baking powder and a pinch of salt. Shape into oblong rolls and bake in a pan which has been well sprinkled with cornmeal. Bake from 30 to 45 minutes in a hot oven. When the rolls are well made the tops will split during the baking.

**Wheatless Pie Dough.**  
A MISSOURI chef has devised a wheatless pie dough made of two pounds of barley flour, five ounces of shortening, one ounce of salt and about one-half pint of cold water. The barley flour is so rich in oil that less than the usual amount of shortening is required.



SHANGHAI, SUNDAY, JULY 28, 1919

S.C.C. PLAYS DRAW WITH BATH CLUB

Score Is 200 To 150 In Swimmers' Favor When Stumps Are Drawn

S.C.C. 2ND XI BEATS POLICE

Recreation Club Has Easy Victory Over Customs Eleven, 207 To 90

The match between the S.C.C. and Swimming Bath Club played in the S.C.C. ground yesterday afternoon and resulted in a draw. Stagg and Barrett made 113 for the first wicket, both Stagg and Barrett "booring" the bowling from the start. Barrett was badly missed by a Chinese coils when the crack had scored only 23, but nevertheless the cricket was of the fine free order. Foster bowled Barrett with a fine ball and Stagg was well taken by Wilson in the slips off Clifford. The Swimmers totaled 200 for 7 wickets.

Haynes and Knight made 43 for the first wicket and Clifford and Wilson made a great stand for the third wicket. Clifford batted in fine form and with Leslie the cricket was bright and interesting. Clifford retired with 67 after hitting out to great effect at 6.45 stumps were drawn with the Club scoring 159 for the loss of 6 wickets. The fielding of both sides was very weak. The scores were:

Shanghai Cricket Club	
W. J. Haynes, b. Grimshaw	11
C. Knight, c. Thomson, b. Cushman	27
W. C. G. Clifford, retired	67
J. H. Wilson, c. Deeks, b. Cushman	20
A. H. Leslie, st. Deeks, b. Barrett	27
S. Vine, c. Thompson, b. Barrett	2
C. C. Whitehead, did not bat	0
W. C. Foster, not out	1
J. Tiffin, c. D. Field, b. G. Barnes, did not bat	0
Extras	4
Total	159

Bowling Analysis	
O. M. R. W.	
R. Grimshaw	2 41 1
W. Stagg	9 62 0
G. S. B. Cushman	7 1 23 2
E. G. B. Lover	4 1 16 0
E. I. M. Barrett	2 0 14 2

Swimming Bath Club	
E. W. Stagg, c. Wilson, b. Clifford	37
Capt. E. I. M. Barrett, b. Foster	75
O. E. M. Thomson, b. Clifford	0
S. J. Deeks, b. Knight	29
E. G. B. Lover, c. Leslie, b. Foster	18
W. E. Anderson, c. Whitehead, b. Knight	13
L. Westmacott, not out	19
G. S. B. Cushman, st. Haynes, b. Foster	9
W. McOullock, D. H. Cooke, R. Grimshaw, did not bat	0
Extras	4
Total	200

Bowling Analysis	
O. M. R. W.	
S. Vine	7 0 37 0
C. C. Whitehead	9 0 44 0
C. C. Foster	9 0 56 3
W. C. G. Clifford	8 0 27 2
C. Knight	4 0 20 2
J. E. Wilson	2 0 12 0

After a very exciting match the S.C.C. 2nd XI representatives gained a surprising victory by 27 runs over the Police.

The Club batted first but nobody got into double figures and Sale bowled with wonderful effect, capturing 8 wickets for only 10 runs.

S.C.C. 2nd XI	
H. Langley, b. Sale	3
J. M. Pearson, b. Sale	3
F. Blackwell, c. Webb, b. Sale	0
F. H. Pentecost, b. Robertson	6
W. J. Monk, b. Sale	2
C. B. Peacock, b. Sale	6
R. Bauld, b. w. b. Sale	7
E. Cameron, b. Sale	0
C. Butland, b. Sale	3
G. H. S. Caulton, not out	8
Extras	5
Total	45

Bowling Analysis	
O. M. R. W.	
G. Sale	7 1 10 8
J. Robertson	5 0 19 1
T. Crookdale	2 0 8 2

Police	
J. Robertson, b. Monk	0
W. C. Peeling, b. Peacock	0
W. McDermott, b. Monk	0
G. Sale, c. Peacock, b. Monk	11
J. Aiers, b. Peacock	1
J. Webb, b. Peacock	1

CONSULATE PAIR WIN HONG TENNIS DOUBLES

Take Hong Championship From Humphrys And Grant By Two Sets In Three

Messrs. Whitmore and Phillips of the British Consulate won the Hong doubles tennis championship yesterday from Messrs. Humphrys and Grant of the Asiatic Petroleum Company in a match which could only be called fair. They won two out of three sets, 5-7, 6-3, 6-2.

Whitmore and Phillips won because they were steadier and more consistent. The quality of playing of the two pairs was about even, but Humphrys and Grant apparently went up in the air at crucial moments and weakened markedly after winning the first set, though they made some good rallies at times.

There were just a few bright spots in the match. There were three or four keen volleys, in nearly every case won by Whitmore and Phillips through more clever placing. The service of Whitmore was the best individual feature of the match. Humphrys was good at the net, while Grant, though uneven, made some brilliant drives. Phillips also was somewhat uneven but on the whole played a careful, heady game.

The first set went to Humphrys and Grant. They started with a rush and won the first three games. The Consulate pair then rallied and made the score 4-1 and then 5-1 and then Humphrys and Grant won two keenly contested games.

The second set opened with some hard playing, the two sides alternating until it was 3-3. Then Humphrys and Grant apparently lost confidence and the next four games set went to Whitmore and Phillips.

The first two games of the deciding set were won by Humphrys and Grant after going to deuce and with some good playing. Then it was all over. Whitmore and Phillips had an easy time winning the next six games, the set and the match.

Mr. L. Basset of the Cercle Sportif Francais presented the cups to the winners. The proceeds of the match, for which an admission was charged, will go to Allied war funds.

SOLOMON ISLANDER DIVES 205 FEET

Alick Wickham Shatters World's Record At Sydney Water Carnival

A new world's record for high diving was made at Sydney, Australia, late in March during a water carnival for the purpose of raising war relief funds. A Solomon Islander named Alick Wickham dived 205 feet which easily surpasses any existing figure for such a feat.

Wickham, a swimmer and diver of note, who is employed by the Sydney trolley service, was persuaded to attempt the dive as part of a lengthy program of aquatic events held at the Deep Rock swimming pool. A high platform was erected near the top of the cliff-like side of the pool and at the announced hour for the dive there were thousands of spectators present to witness the perilous feat.

The Solomon Islander admitted that when he reached the top of the tower and looked down at the pool more than 200 feet below he was badly rattled and desired to quit but the fear of being accused of cowardice forced him to go through with the performance. He leaped off and was able to retain both equilibrium and consciousness for the first 150 feet after which all became blank. Wickham struck the water in a semi-prone position with such force that he was completely knocked out for more than ten minutes. When taken from the water he was bleeding from a dozen places about the body and his swimming suit was split on one side from neck to knees.

Lawn Bowls

The rink competition played yesterday at the Lawn Bowls Club resulted in a win for the team skipped by T. Burnside, with Mr. McGregor's second and Mr. Aitkenhead's third. The results of the rink with their skips, follow:

C. M. Bain, 17; J. D. Gairns, 22	
A. D. Bell, 15; J. J. Sheridan, 17	
J. C. Macdougall, 20; G. McMurdo, 26	
J. T. Daiseloff, 15; W. T. Bisset, 19	
W. Campbell, 27; R. C. Aitkenhead, 17	
W. D. McCallum, 17; G. McCallum, 14	
J. Park, 17; R. Dorrance, 19	
A. Taylor, 14; A. M. McGregor, 31	
(Second)	
R. Anderson, 25; G. Manwaring, 15	
D. McAllister, 24; T. Veltch, 26	
J. Burnside, 28; T. Spring, 6 (Winner)	
A. Braid, 27; Featherstonhaugh, 28	
G. B. Stormes, 17; Lucas, 16	
R. J. Brownman, 19; A. Rik, 17	

INDOOR SPORTS



No Trump Bids A Weakness Average Player At Auction

Hands From Duplicate Games Show What May Happen When Promising Declarations In Spades Or Hearts Are Overlooked

By An Expert  
New York, June 29.—Probably one of the weakest points in the bidding of the average player is a fondness for no trumps. This leads to many declarations that would have been better suit bids. When the strong suit is a club or a diamond there may be some excuse for taking a chance, as no trumps will go game with two tricks less, but when the strong suit is a heart or a spade and is a legitimate bid the risk of a no trump is usually unwarranted.

Whether it is that the average person likes to play no trumps better than anything else, or whether he fancies there is an advantage to the declarer in that contract, or whether it is simply matter of habit to bid no trumps as soon as one finds two or three aces and a king, it is difficult to say. But the fact remains that if one will watch a dozen ordinary rubbers one will see a number of no trump bids that should have been hearts or spades.

Here are a couple of examples, both from the same game at the Knickerbocker one duplicate night:

H-84	C-9665	D-AK853	S-K3
H-732	C-AK872	D-104	S-964
H-K5	C-AK7	D-QJ764	S-1054
H-84	C-9665	D-K9	S-KQJ6
H-AJ976	C-Q	D-A105	S-A933
H-K5	C-AK7	D-QJ764	S-1054
H-84	C-9665	D-K9	S-KQJ6
H-AJ976	C-Q	D-A105	S-A933

At one of the tables at which Z started with no trumps, probably because he held three aces, B asked for a spade lead and Z passed. Y bid three clubs, which encouraged Z to go back to no trumps, as he could stop the spades at least once.

Card Inferences  
A led the spade ten and followed with the five, which B overtook with the jack, but Z let both cards win, to exhaust one adversary. His idea was that if the king of hearts was with A it would be well to have A unable to lead any more spades.

Z was correct about the heart, as A put the king on the second hand. A led the queen of diamonds, hoping to save his partner's king, which seemed the only hope if B had that card. Z let the queen hold.

A at once shifted to the clubs, showing his ace before going on with the diamonds. When he dropped the queen from Z's hand he went back to the diamonds, leading small. Z took the trick and made his four hearts, but that was all he could do. He dare not set up a club for fear of letting in all the diamonds, so that although he scored his 30 aces, he was down 50 on the contract.

At one table when Z started with a heart bid no one said anything about the spades, and Z went game on the hand through a rather fortunate circumstance, which shows

Shanghai Captain And Today's Pitcher



Capt. Cy Wilhoit, second baseman and captain of the Shanghai team, which is to play the 9th Cavalry this afternoon and Tinkham, who will pitch the opener against the soldier nine.

Tomorrow's Band Program

The following program will be played by the Band in the Public Garden tomorrow, weather permitting, beginning at 5.30 p.m.:  
1. March, Slap-Bang... Rubens  
2. Overture, Les Dragons de Villars... Maillard  
3. Waltz, Eton Boating Song... Kaps  
4. Selection, A Highland Scene... Moore  
5. (a) Intermezzo, Pas des Fleurs... Delibes  
(b) One Step, There's a Girl in the Heart of Maryland... Carroll  
6. Selection, Il Pagliacci... Leoncavallo

A. de Kryger, Conductor-in-Charge.

The luck there is, even in duplicate. A led the club king, to show his reentry, and then the queen of diamonds. Thinking this was from Q J 10, his partner gave up the king to unblock. This cost them the game.

Z won the trick and led two rounds of spades, ruffing himself twice with clubs and dummy twice with spades. This set up dummy's two clubs. When Z led the fourth spade A did not trump with the king. A trumped it and led the established club, on which Z discarded a losing diamond, allowing A to make a trump. All that A could make after that was the jack of diamonds.

Had B not given up the king on the second trick he could have won this diamond lead and given A a ruff with the fifth spade. Had A trumped the fourth spade lead it would have made no difference, as all he could win after that would be his top diamond.

By Tad

9TH CAVALRY PLAY SHANGHAI TODAY

Colored Stars Will Make Their First Appearance Here This Afternoon

RECORD CROWD EXPECTED

Shanghai Ends Training By Handily Beating All-Star Aggregation, 12-0

TODAY'S BATTING ORDER

Shanghai	9th Cavalry
Maloney, 1b	Williamson, 1f
Holliday, ss	Cecil, cf
Gardner, rf	Tarker, ss
Wilhoit, 2b	Jordon, c
Tinkham, p	Evans, 1b
Tangermann, lf	Glass, p
Tucker, 3b	Copeland, rf
Crow, cf	Johnson, 3b
Held, c	Steward, 2b
Umpires—Chapman and Logan	

This afternoon at four o'clock the 9th Cavalry baseball team, champions of the Far East, will meet Shanghai in the first of a series of games which will mean much to local baseball. The colored nine, winners of the championship of the Army league in the Philippine Islands for the past two years, victors in the series at Tientsin in which American and Japanese teams, the best in the East, competed, and undoubtedly one of the best colored aggregations playing ball, are out to make a clean sweep of the series here and their first test will come this afternoon when they hook up with the local team.

The Cavalry players arrived last night from Tientsin in charge of Major Yancey and are quartered at the Savoy Hotel. They were in good shape after the long ride from Tientsin and with the exception of Parker, the shortstop, the men are fit.

Glass To Pitch For Soldiers

Cap. Butler, who looks after the team on the field, announced that "Lefty" Glass would hurl today, with Jordon catching. Jordon formerly caught for the Lincoln and Cuban Giants, two of the greatest colored teams in the United States. "Slowtime" Evans, who will pitch tomorrow, will play first today. "Graceful Slim" Steward will be at second, Parker at short and Johnson in third.

The outfield will be Williamson and Cecil, both ten-second men in left and right, with Copeland in right. The team will have Evans, Franklin, Torrian, Scott and Jordon available as pitching material if Glass goes wrong, but Glass is usually right. He pitched two one-hit games, a no-hit game and one two-hit game at Tientsin.

The Cavalry will be big favorites to win today but Shanghai will be in the running. Tinkham has been selected to twirl the opener, with Held catching. Maloney, Wilhoit, Holliday and Tucker in the infield and Tangermann, Crow and Gardner playing the gardens. Chapman and Logan will umpire.

To Put On Special Stunts

The visitors will stage several stunts that will go big with the fans today. Their exhibition of shadow ball will be preceded with a short military drill with the "company" presenting arms to the grandstand occupants. They have several comedy features that will keep local baseball followers interested.

Mr. W. L. Merriman, member of the Shanghai Municipal Council and the originator of baseball in Japan and China, baseball's biggest booster here for years and a dyed-in-the-wool fan, will pitch the first ball in the series which will write a page in the history of the great game here. Mr. Merriman was the organizer of the first Shanghai baseball club and is a former star second baseman.

With the interest in the series keen as it is, it is expected that all attendance records will be broken this afternoon. Arrangements have been made for over 1,000 people. Extra bleachers have been placed in left and right field and more seats have been added in the first base bleachers.

A section will be reserved for the sailors and soldiers of all nations and all uniformed men will be admitted free. They will sit in the third base section and His Nibs Master Harris is to lead the blue jackets' cheering section.

Come Early For Seats

Although the game is billed for four o'clock, the crowd will gather early as seats will be at a premium. The allotted 300 season tickets have been



